

10/2/90

CITY OF WHEATLAND

1995 SPECIFIC PLAN

(City Seal)

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City Council**

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May 1, 1990

PROPERTY OF CALHOUN

PROPERTY OF CALHOUN

May 16, 1990

TO: Interested Parties

FROM: Robert Joehnck

RE: Specific Plan
Draft of May 1, 1990

Attached is a copy of the May 1, draft of the 1995 Specific Plan. This is the final plan draft prior to the public hearing on the plan before the Planning Commission. Your comments, critiques and suggestions are welcome and if you have any please drop a note to City Hall concerning them.

1995 SPECIFIC PLAN

CITY OF WHEATLAND

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GENERAL PLAN

ACKNOWLEDGEMENTS

This 1995 Specific Plan is an ongoing collaborative effort of many persons. Without the active support of the Mayor and City Council whatever progress the Plan may represent would not have been forthcoming. The City Planning Commission has been involved through consultation in the planning process and will also be the principal agency responsible for front line implementation of the Plan.

City staff reviewing and contributing to the Plan and Joanne Bascochea, City Hall, John Mears, Police Chief, Paul Marsh, Public Works Director, and the City's regular consultants; Earl Nelson, Planning Director, Robert Joehnck (City Attorney) and Kit Burton (City Engineer).

Outside consultants to the City included Cathy Spence-Wells, principal of CSW & Associates, Auburn, for work on design guidelines, recreation issues and for preparation of the EIR for the Plan; Kenneth Anderson of Omni-Means, engineers and planners, for studies for the plan relating to traffic and circulation analysis; Richard Milbrodt, now City Administrator on contract to the City of Wheatland for physical planning and financial analysis; David Honneycutt of Aqua-Terra, environmental consultants, Auburn; CH2M Hill, engineers, for certain matters relating to the wastewater treatment plant and Charlie Terranella, First California Capital Markets Group, San Francisco, the City's financial underwriter. E. Randolph Hooks, of Orrick, Herrington & Sutcliffe served as bond counsel to the City.

David Cole, Superintendent of the Wheatland Elementary School District was especially helpful in the planning process. We are also appreciative of the help of Pat Norquest, Deputy Superintendent of the Wheatland Elementary School District, and various officials of Beale Air Force Base, and the Wheatland High School District.

Lastly it would be amiss to overlook the efforts of John Boswell and Craig Prouty, owners through their several companies respectively of key parcels 13 and 1 described in the plan and their counsel, Lee Savage of Hyde, Miller & Savage, Sacramento. Although because of the nature of the planning and development process and we were often at odds on any number of issues, all played a constructive and professional role in what we hope the 1995 Specific Plan represents for the City of Wheatland--a hopefully rational, comprehensive and cost effective blueprint for growth in the City.

FOREWORD

A series of studies on discrete issues addressed in this plan were undertaken in conjunction with or as supplementary to the plan. Further, an Environmental Impact Report (EIR) is being prepared in connection with the proposed adoption of the plan.

These studies and the EIR are not themselves part of the plan but are listed in the plans bibliography and should be referred to for details omitted from the plan, assumptions on which certain plan criteria were based, etc.

Some of the data in these studies are surplus to the plan while other data on conclusions were utilized in arriving at plan conclusions even though rejected as appropriate planning assumptions for the specific plan itself.

BACKGROUND

The City of Wheatland, Yuba County, is a municipal corporation established under the laws of the State of California. Wheatland was originally incorporated in 1874 as a city chartered by the State Legislature but subsequently converted its incorporation status to that of a general law city.

Wheatland experienced rapid growth during the 1950's and 60's. Its very rapid growth slowed in the 1970's and early 80's with a growth rate of 2.4% over the period 1980-1984, the last period of any significant growth. Since 1985 growth has been quite slow. As of January 1, 1989, the population of Wheatland was estimated to be 1,893 persons (State of California, Department of Finance).

The greater Sacramento-Placer-Sutter and Yuba County area, particularly the Sacramento and Placer component, has experienced explosive growth since 1980 -- a growth pattern that is likely to continue over the next years. Until very recently Yuba County did not feel development pressures from this growth. However, in the last two years development pressures in and around the City of Wheatland have greatly intensified and the City currently has pending development proposals in one form or another for over 500 units of housing and the prospect of some large (for Wheatland) commercial developments along Highway 65 frontage in the City.

At the same time was recognized that the City's current sewage treatment plant is near capacity; that drainage issues need to be addressed in the northern half of the City if development is to proceed in an orderly fashion; that issues of funding ongoing services to newly developed areas need to be reviewed, and that adequate water supply and traffic circulation measures have to be implemented if Wheatland is to responsibly handle substantial additional growth within its existing City limits.

In order to achieve these objectives and address these issues, it was determined that the most cost effective and expeditious procedure to utilize would be the preparation of a Specific Plan pursuant to Government Code Sections 65450 et. seq. of the State Planning and Zoning Law. This Specific Plan attempts to address the issues previously noted in the context of the Specific Plan laws of the State. As this plan, if adopted, will require that the City's General Plan be amended to accommodate the elements of this Specific Plan a section of this plan outlines changes which will be required or desirable in the City's General Plan. While this procedure -- amending a general plan in response to a proposed specific plan -- is theoretically a less than perfect way to proceed, it is only in the context of specific development proposals which actually trigger a discussion of these issues that much real planning occurs.

In preparing this plan, which covers most of the vacant large developable properties within roughly the northern half of the City, it was a conscious decision of those involved in the process that the Specific Plan would not take into consideration development of areas of land that someday might be appropriate for development and would wish in that process to annex to the City. This decision was made in part because of the current availability within City limits of considerable land to be developed, at least for single family and commercial uses. Secondly, any major expansions of the City's boundaries will in all probability require a totally new wastewater treatment plant(s) and perhaps major new arterial roads.

In preparing this plan the City has attempted to work with both the local school districts and with Beale AFB. As the future development of Beale is highly problematic in many respects -- new wing from Mather due in 1992, phase out of the SR-71 probable -- it has not been possible to do much more in the way of planning with Beale than to keep lines of communication open. More extensive planning work has been possible with the affected school districts, particularly Wheatland Elementary School District.

As will be noted later in this plan, the City is attempting to work closely with the school districts to achieve some common recreation planning objectives and to assure to the extent possible that adequate school funding is available to accommodate increases in the school population resulting from development in the specific plan area.

Lastly, it should be noted that the name 1995 Specific Plan is neither accidental nor magical. It was selected to indicate the time framework within which a major portion of development within the specific plan area might occur or be in advanced planning stages. It was also thought that this was a good outside time framework for the Specific Plan's determinations concerning utility services, circulation, and the like to be reviewed and the development assumptions of the plan assessed against real world experience. There is, however, nothing that compels a conclusion that the development contemplated by the plan will occur at all or that it will occur within the time framework estimated in the plan.

I. LAND USES

The Specific Plan encompasses thirteen discrete parcels of land totalling approximately 214 acres of land. The parcels range in size from roughly one-half acre to about 53 acres. They are not contiguous to each other in all cases.

The land parcels in the plan area are shown on Map 1. Exhibits A-1 and A-2 list the most currently available ownership, zoning and general plan information relating to these parcels.

Of the 13 parcels, parcels, 4, 5, 7, and 12 are designated for commercial land uses under the plan. It is proposed that the designated commercial portions of parcels 4 and 7 may be potentially enlarged somewhat from their present configurations to more adequately accommodate commercial developer needs whether this enlargement occurs will depend on market conditions.

Parcels 9 and 10 are designated as parcels suitable for multi-family usage. Parcel 9 is currently approved for a 24 unit FmHA apartment unit with construction slated for completion by fall of 1990.

Residential

All other parcels (parcels 1, 2, 3, 6, 8, 11 and 13 as shown on Map 1) are designated under the plan for single family development. Under the City's current zoning ordinance this means that minimum lot sizes of 6,000 square feet are required except that lots of 7,000 square feet minimum are required at corner locations. Front yards are required to be landscaped and lot coverage is limited to approximately 40% of the area of any lot.

There is currently before the Planning Commission a proposed new zoning ordinance which would, through the planned unit development process, allow lots of less than 6,000 sq. ft. in the single family residential zone. This plan therefore does not specify a minimum lot size for single family residential uses in the areas covered by the plan.

For purposes of this specific plan, it is assumed that there is a net yield of 4.5 single family dwelling units per gross acre of land designated for such development except where a specific development proposal has already fixed a different figure. It is further assumed that the number of residents per single family dwelling unit is 3 persons whether the dwelling unit is a single family unit or part of a multifamily complex. This assumption is on the conservative (high) side and is slightly greater than the highest figure currently in use by the Sacramento Area Council of Governments (SACOG) for calculating residential unit population yields in the greater Sacramento-Yuba-Placer-Sutter

area.

Utilizing these assumptions, together with the fact that on parcel 8 there is an already approved tentative subdivision map for 70 single family units, the specific plan area could be developed with 839 single family dwelling units on parcels 2, 3, 13, 6, 8, 11, and 1. As a practical matter the "yield" would probably be somewhat less than this. A rough estimate might see 825 units or somewhat less when actually developed. An 85% yield ratio used by some planners to arrive at a unit yield would result in a total of 728 units. Nevertheless, 839 units will be utilized in the plan as the number of single family homes which could be developed pursuant to the plan.

The City's current zoning ordinance makes it difficult to assess the unit yield on multifamily parcels as the actual yield is not limited except by height and spacing requirements between units. However, using a yield approximately equal to that recently approved as the maximum multi-family density in the new zoning ordinance being prepared by the Planning Commission, which is 18 units to the acre, a multifamily unit yield for the plan can be calculated. Based on this density assumption the plan area will have 40 multifamily units in addition to those 24 units already approved for parcel 9, for a total of 64 multifamily units in all in the specific plan area. This is roughly 7% of the total residential units in the specific plan area.

Some thought was given to establishing more multifamily land use within the specific plan area but the concept did not appear desirable. In arriving at this determination, it was noted that physically, within the west side of the plans major concentration of area (west side of Highway 65), there is a duplex rental development of 84 units (the "Meadows"). More than half the Meadows' units are currently unoccupied and in many instances in need of renovation. This housing (the Meadows) approximates 10% of the number of units in the City at the present time and the large vacancy rate in part indicates that further expansion of unsubsidized rental housing is probably not justifiable in the City at this time.

To summarize the residential land use in the plan:

	Acreage	Units
Single Family	193.15	839
Multifamily	4.1	64
TOTAL	197.25	903

The population which would result from this level of development at 100% build-out is estimated to be conservatively 2,760 persons. This is the population within the Specific Plan area. Added to the present Department of

Finance estimate of 1893 persons within City limits that gives the City a population of some 4,653 persons excluding development outside the plan area. This could lead to a theoretical population of about 5,000 persons within present City limits taking into account both development in the Specific Plan area and areas outside the plan area currently within City limits. These projections are based on 3.0 persons per new dwelling unit as previously noted. As of the 1980 General Plan the actual population per dwelling unit in the City was estimated to be 2.34 persons.

Commercial

Commercial development allowed under the plan comprises 16.6 acres in total covering four parcels of land (12, 5, 4 and 7). A study conducted as part of the specific plan process by Coldwell Banker indicates that parcels 7 and 4 are the most likely parcels to evolve into significant commercial nodes in the City.

The same study also pointed out that neither parcel 7 or 4 is ideally shaped to accommodate commercial developer requirements. Therefore, the plan proposes that an overlay development zone be placed on portions of parcels 2 and 6 to allow development of portions of these lots as part of any commercial development of parcels 4 and 7. These overlays generally allow a depth of up to 400 feet from Highway 65 for commercial development. The overlay (Map 2) shows the maximum portions of parcels 2 and 6 which are subject to commercial development under this plan. These overlay parcels can only be developed as part of an overall commercial development plan on parcels 4 and 7, respectively, and otherwise are to be developed residentially.

It is recognized that making any of the exchanges discussed above between residential and commercial land uses would change the figures for population, dwelling units, and lot coverage ratios in this plan. As the areas involved are relatively small in nature, the exchanges being speculative at best as they involve multiple ownership concerns, it was thought appropriate not to change these figures and to maintain them throughout the specific plan as if the changes never occur at all.

Public Uses

The public land uses contemplated within the specific plan area are recreation uses, than public utility easements necessary for sewer, water, road, water well and power services, and a fire station. The fire station is to be located on Parcel 7. This station location is a result of a dedication requirement imposed as part of the approval process for the Settler's Village Subdivision.

If the Settler's Village Subdivision map does not become final and the

dedication of this site does not become effective then a new site for this facility will have to be found on the west side of Highway 65. No specific site is mandated for that use within the specific plan area. However, in order to avoid designating a particular site now which might later prove to be infeasible or otherwise not available, it is determined that any land area within the specific plan which is west of Highway 65 may be utilized for a fire station.

There are three areas within the specific plan area designated for park sites. The City currently has one single 5 acre park site located between C Street and the Southern Pacific RR tracks on the east side of Highway 65 as well as a half acre minipark (Tomita) along Front Street. Based on a population currently of 1,893 people in the City this is one acre of park for every approximately 380 people in the City.

In order to maintain something close to this ratio in future developments, it is proposed that approximately 3 park sites be dedicated in each of three proposed locations shown on Map 3. It is further proposed that these park sites be developed for light recreational use (picnics, play areas for toddlers, bike riding, unorganized recreation) primarily to serve the neighborhoods in which they are located. Minimal to no parking would be provided to discourage use by persons outside the general neighborhood area. Each of the proposed parks is conceptual in nature and the exact location of them will depend on final development plans for the area being approved by the City. The total acreage in these parks is estimated to be 10-12 acres. The park on parcel 10 is approximately one acre in size and those on parcels 2 and 13 are approximately 5 and 6 acres in size respectively. They roughly approximate acres to be preserved as open space/natural slough drainage areas on these parcels.

In addition to the park locations shown in the Specific Plan the City is negotiating with the Wheatland Elementary School District to jointly develop a portion of the 40 (+/-) acre vacant site owned by the District west of the present Bear River School location. Park fees generated in part by developments within the Specific Plan area would be utilized to develop and operate this facility. The approximate location of the park site is shown on Map 3 along with the three parks just discussed and the proposed Fire Station. This park would be intended for use as baseball, soccer, football field(s) and if feasible, would be utilized by the School District during regular school hours and by the City's recreation program after school hours and during the summer months. It is contemplated that approximately 10 acres would be an ideal size for a park of this nature.

The City has had preliminary discussions with both the elementary and high school districts about developing a swimming facility which could be jointly used by all three entities. The probable location for the site would be either at

the high school or on the 40+ acre site owned by the Wheatland Elementary School District just discussed. It should be noted that discussions concerning this development are extremely tentative and conceptual at this juncture. None of the three entities involved has even committed in principle to this proposal.

II. DRAINAGE

Many of the parcels in the Specific Plan area have not developed to date because of serious drainage concerns and a lack of a definite plan to drain these parcels. Drainage for much of the already developed parts of the City north of the 4th Street through parcels 8 and 13 and either ponds there or runs further west to acres outside the City limits bordering parcel 13.

The Specific Plan drainage element can be divided into three parts. One consists of Parcel No. 1, another of Parcel 11 and the other the drainage plan for all other land parcels in the plan area.

Parcel No. 1

Drainage for this parcel as well as the previously developed Sunrise Wheatland subdivision of which it is an extension is to be carried to Dry Creek via an existing drainage ditch which in turn discharges into an arm of Grasshopper Slough. This slough in turn drains into an area which has, as its sole drainage outfall, a 36-inch pipe and flap gate to Dry Creek. When the water level in Dry Creek is above the water level on the Wheatland side of the Dry Creek levee, the gate will not open and water will accumulate adjacent to the Dry Creek levee.

Development of Parcel 1 together with previously developed Sunrise Wheatland subdivision of 50 units will result in approximately 6 acre feet of water during a 10 year storm and 8 acre feet of water during a 100 year storm being accumulated over the amount accumulated prior to such development. Assuming the Dry Creek flap gate is closed because of water already in Dry Creek, this water must either be stored on the Wheatland side of the Dry Creek levee or pumped over the levee from a holding pond.

Project storm drainage system shall safely convey through the project all 100-year storm runoff entering the project from offsite. Suitable drainage facilities shall be installed to adequately convey offsite runoff through the subdivision from the south, to adequately drain the subdivision itself, to ensure adequate drainage of the existing adjacent subdivision, and to adequately convey all runoff to Dry Creek without increasing flooding conditions on any lands outside of flowage easements.

Easements shall be obtained for the City from the appropriate landowners so that the City will be able to maintain Grasshopper Slough downstream from the subdivision to a point beyond which maintenance is not required to avoid flooding within the City during a 100-year storm. Grasshopper Slough shall be cleaned, deepened, widened, and modified as required to safely convey 100-year runoff design flows without flooding the subdivision. Culverts which are

too small for this flow shall be replaced.

Parcel No. 11

Like parcel 1, parcel 11 has several drainage possibilities and stands somewhat isolated from the other parcels in the plan area.

Parcel 11 and a small portion of an existing adjacent subdivision drains to the northwest toward a branch of Grasshopper Slough that meanders toward Highway 65 and the SPRR where there is a trestle and a large box culvert. The preferred route for runoff through this area is via Grasshopper Slough to the SPRR and Highway 65 and from the trestle and box culvert. Runoff would then flow through a new ditch or pipeline on the west side of Highway 65 north to the detention basin being designed for the northwest area (see All Other Parcels).

One possible alternative is to include this water with runoff from the northeast area (parcel 1). To do so, however, would involve a method to get both waters on the same side of the existing spur levee attached to the Dry Creek levee. Another alternative is to build a separate pumping plant for this watershed. That, however, would mean two or three pumping plants along the Dry Creek levee in a distance of less than 2,000 feet.

No definitive selection of drainage plans can be made in the absence of a proposal for development of parcel 11. The storm runoff that must be accommodated for this parcel and all other parcels is shown on Map 4. In the absence of a plan to the contrary, development of parcel 2 will be planned to accommodate runoff from parcel 11.

All Other Parcels

All parcels other than parcels 1 and 11 in the plan area will drain to a holding pond on the west side of Highway 65. This includes parcels 10 and 12 which are located on the east side of Highway 65.

Parcel 10 will drain westerly to a SPRR trestle and an 18-inch pipe under Highway 65 which empties into Parcel 7. Parcel 12 drains northwesterly to a pipe under Highway 65 which discharges onto Parcel 9. Parcel 9 in turn drains onto Parcel 8. The 24-unit apartment project already approved for Parcel 9 was designed to have on-site stormwater retention to be utilized prior to completion of the proposed drainage system through Parcels 8 and 13.

Parcel 8 accepts runoff from the largest part of the City (almost all of the area north of 4th Street). This runoff, together with drainage from Parcel 7, will be piped to the remnant of Hooper Slough running the entire length of the City limit line along the westerly boundary of Parcels 2 and 13. This outfall

would be an open ditch the approximate contours of which are shown on Exhibit C.

Drainage to Parcel 8 will be piped from a drain intercept to be located at the southerly boundary of that parcel to the remnant of the Hooper Slough located on Parcel 13. From there it will be transported via the slough, as will drainage from parcel 6, to an open canal running down the westerly side of parcels 13 and 2 to a holding pond abutting Dry Creek just north of parcel 2 outside the City limits. From here it will be required to be pumped into Dry Creek. The minimum pumping plant criteria for this facility are listed on Exhibit B.

Parcels 4 and 3 will all be required to drain through Parcel 2 to the outfall along the westerly side of Parcel 2 and thence north to the proposed holding pond and pumping station. Parcel 4's drain must be designed to pick up flows coming from Parcel 10 flowing under Highway 65 and joining in a single conduit with the drainage from Parcel 4.

The drainage from parcels 2, 3, 4 and 10 will eventually be discharged into a new drainage ditch running down the western side of parcel 2. From there, it will travel to a holding basin and be pumped into Dry Creek.

The plan anticipates that to the extent feasible the now filled in portion of parcel 2 which historically was part of Grasshopper Slough will be reopened to accept this drainage in an open channel. The area would simultaneously serve as an open space City park area. As the area is within Zone A on the FEMA Flood Insurance Rate Map ("Firm") any building in the area would be difficult at best if not impossible. The current FEMA Firm map for Wheatland is attached as Map 5.

Design Criteria

The basic requirements applicable to all drainage design are as follows:

1. Piped flows from a 10-year storm shall be designed to pass through all developed areas with the hydraulic gradeline (HLG) no higher than the top of the pipe or channel. No ponding of water in streets will be allowed for a 10-year storm.
2. Flows from a 100-year 24-hour duration storm shall be stored and/or conveyed by all portions of the system such that the lowest floors of all structures are at least one foot above the HGL. Street flooding is permissible.

3. Pumping plants shall have at least two pumps, at least one of which shall have an acceptable standby power source.
4. Property for each pumping plant and detention basin (where required) shall be made available, by acceptable title, to the City of Wheatland. The exact property limits can only be determined at the time the system is designed. Construction of each pumping plant may be accomplished in stages if approved by the City. All plants will be built by the appropriate developers to approved City plans and specifications and turned over to the City on a turnkey basis.
5. Pumping plants and detention basins shall be designed using a 100-year 24-hour duration storm.
6. No credit for reducing runoff volumes or rates will be given for infiltration or percolation in ditches or detention basins.
7. Pumping capacity shall be sufficient to pump the entire storm volume in no longer than 24-hours.
8. Open ditch easements shall have sufficient right of way for at least a 10 foot wide operating road within the channel and shall be fenced where within or adjacent to city limits.

A map showing the minimum storm drainage flow requirements for 10 acre 100 year storms applicable to the development of each major parcel in the Specific Plan area is attached as Map 4. A listing of minimum pumping plant criteria is set forth on Exhibit B.

FEMA. The City has adopted the standard format Federal Emergency Management Agency FEMA ordinance format (Ords. 317 and 320) which requires that buildings in a Zone A flood area as designated by FEMA have a ground floor at least 1 foot above the hundred year flood plain high water mark. Portions of the specific plan area are in Zone A of the most current Flood Insurance Rate Map put out by FEMA (Map 5). As such, development in Zone A areas must comply with the flood presentation ordinance requirements or be shown not to be in Zone A areas by subsequent flood studies. The FEMA requirements are in addition to the drainage requirements of this plan and adoption of the plan will not supersede those requirements.

III. WATER SYSTEM

Background

The City of Wheatland's water system consists of three wells (#3, #4 and #5), a 100,000 gallon water tower, and an underground distribution system. Almost all of the services are unmetered.

Groundwater in the Wheatland area is relatively shallow (40 to 90 feet deep), has good quality, and is relatively plentiful. Mappings of groundwater show that the Bear River is the major source of recharge and suggest that Wheatland's groundwater supply is relatively stable.

Unlike other communities in South Yuba County, Wheatland's water is of good quality. No serious problems are foreseen with groundwater quantity although groundwater depth increases significantly with distance away from the Bear River.

Surface water for the City of Wheatland was discussed several years ago when three south Yuba County water districts considered a project to bring water south from the Yuba River. A treatment plant would have been required in order to render the water potable, but the supply would have been abundant and relatively reliable. Unfortunately, the districts could not agree on the financial advisability of entering into long term indebtedness and the project was shelved. Although still possible, such a project to bring surface water to the City of Wheatland is now regarded as unlikely, at least in the near future.

Water System Reliability and Redundancy

All water mains have to be closed from time to time for various reasons: repair, maintenance, and new construction. To ensure against service interruptions it is thus necessary to be able to serve each part of the water system from more than one pipe. Currently there are two parts of the City of Wheatland that have this handicap. The first unit of the Sunrise subdivision in northeast Wheatland (Sunrise) is served by one 8-inch pipe. The subdivision has no water sources or storage. However, the next unit of Sunrise, property no. 1, can easily be connected to the main part of the City by a new pipe in Spenceville Road.

More seriously, the northwest portion of the City the duplex on Evergreen Drive (the "Meadows") are connected with the city system with an 8-inch pipe along Highway 65 but cannot so easily be provided with an additional connection to the remainder of the system. The Northwest area has its own well (#5) but has no storage.

Development of Wheatland's water system should be directed toward

integration of all portions of the City by additional interconnecting water mains. Otherwise, each portion of the City would have to be self sufficient which would be less efficient and more expensive than an integrated system.

Storage

The City of Wheatland's water tower provides up to 100,000 gallons of storage which is used to supplement well production in case of fire and during those times when the domestic demand exceeds the well production. Storage is also useful in case of power failure or mechanical breakdown of pumping equipment.

With reliable power supplies, additional wells can be equivalent to storage. For example, 100,000 gallons from storage in two hours produces about 830 gpm which is about what could be expected from a new well at fire flow pressures. Since elevated storage tanks are usually more expensive than wells, it seems reasonable for the City of Wheatland to continue to utilize its water tower, which is in reasonably good condition, and to look to new wells for additional sources of supply.

Existing Level of Service

Currently all portions of the City of Wheatland enjoy adequate domestic water service. If the single connecting pipe serving the Evergreen area were to be out of service, Evergreen would still have adequate domestic water but water for fighting a fire at Evergreen would be limited to the output of Well #5, less current domestic use, which is less than the recommended 1,500 gpm. If the same thing happened to Sunrise, it would have no domestic or fire service at all.

Desired Levels of Service

All portions of the City should be interconnected with two or more water mains. A less desirable alternative is to have adequate sources and/or storage within the isolated area so that it can function on its own if the interconnecting pipe is out of service.

Alternative sources of power should be available so that minimum levels of service can be maintained for the entire City in case of power failure. It should be noted here that the City receives electrical energy from two different sources which led to the belief that it would be very unlikely for the entire City to be without electricity. In the recent past, however, there has been at least one occurrence where the entire City was, indeed, out of electricity for several hours.

At least 700 gpcd should be available on the maximum use day of the year

with the supply deficiency being made up from storage assuming the water tower has a useable volume of no more than 80,000 gallons.

A fire flow rate of 2,250 gpm should be available for two hours. Supply deficiency can be made up from storage assuming the water tower has a usable volume of no more than 40,000 gallons. This means that from storage a flow of 333 gpm is available and a flow of 1917 gpm must be available from wells.

Water Quality

Except for an occational and short term bacterial contamination, Wheatland's well water meets state drinking water standards. If the city's water continues to be free from bacteria there will be no need for chlorination. Unlike other communities in south Yuba County, Wheatland's water is free from excessive mineral concentrations and there is no reason to believe that new wells would provide water of unacceptable quality.

Recommendations

The overall development of the Specific Plan area will require that four new waterwells be established in the plan area. One will be located on Parcel 1, and three located in the area westerly of Highway 65, one north and two south of the "Meadows" development on Evergreen. One well will be located on Parcel 7. A map showing existing and proposed City wells is attached as Map 6.

Parcel No. 1 is the second stage development of a project called Sunrise Wheatland. Unit No. 1 of Sunrise was developed in 1980 and to date is served by a single 8-inch water main. Concurrently with development of the first phase of Parcel 1, the developer shall construct a 10-inch diameter pipeline from Parcel 1, along Spenceville Road, and connect to the city system at the intersection of Main and A Streets.

Parcels Nos. 10 and 11 will require no new wells because the area is relatively small and located so close to the main part of the City. However, water piping for these developments must be connected in at least two places to existing 8-inch city mains and must provide at least two connections to future subdivisions.

Auxiliary power supplies for two of the new four wells will be required to be provided. These will be required to be provided with the first two new wells in the specific plan area.

Concurrently with the construction of the first new well a new citywide control system shall be installed. This new control system (see Exhibit D for

description) shall be able to control all of the city's three existing wells, plus all of the new wells contemplated within the present Specific Plan study area, plus at least one spare. Thus the control panel shall have controls for a total of eight wells.

Design Criteria

1. Water distribution systems for each development shall be looped, i.e., connected to adjacent existing water mains in at least two places. All developments shall provide for subsequent adjacent developments to make the above connections.
2. Fire flow requirements shall be as recommended by General Order No. 103 of the California Public Utilities Commission as excerpted below. These fire flows shall be available for at least two hours in addition to the maximum day demand. The city's water tower, assumed to have 40,000 gallons available for fire flow at any given time, can be used to help achieve these fire flows, as long as the development has at least two connections to the water tower.

Single family residential, including mobile home parks	1,000 gpm
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Duplex residential units, neighborhood business of one story	1,500 gpm
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Multiple residential, one and two stories: light commercial or light industrial	2,000 gpm
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Other Uses	As required by fire department
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The above requirements are intended to be minimum requirements for flow from hydrants with a minimum hydrant pressure of 20 psi for two hours, regardless of the source capacities and storage volumes available.

From a source and storage volume standpoint the city's water system should be able to supply 2,250 gpm for two hours with 40,000 gallons of usable storage and an overall system pressure, near the sources, of 30 psi.

3. All water mains shall be located within city street rights of way, within the traveled way portion.
4. New wells shall be designed to avoid pressure surges by incorporating

hydropneumatic tanks or automatic valves.

5. Attached as Exhibit D are minimum requirements for new wells. The developer in question shall have the responsibility to dedicate to the City the completed well meeting all requirements set out on Exhibit D, fully approved by the State Department of Health Services, the County of Yuba Health Department and the City Engineer.

IV. SEWAGE TREATMENT & DISTRIBUTION SYSTEMS

Background

Probably the single largest impediment to further development in the specific plan area is that the City's sewage treatment system is nearing its capacity limits.

Currently the City has a single sewage treatment plant serving the entire City. It is located south of City on a parcel of land straddling the Sutter and Placer County boundaries. The plant was constructed in 1969.

Sewage effluent originating in various parts of the City is transported to a central lift station (Malone Avenue) where it is pumped under pressure to the treatment plant. The Malone Avenue lift station receives sewage effluent from a series of gravity flow sewer mains. The gravity flow mains are in turn recipients of effluent from three other existing lift stations (other than Malone Avenue) located in the City -- the Spruce Park, and Sunrise lift stations.

In order to accommodate the growth contemplated in the specific plan area it is necessary to (a) expand the capacity of the existing sewage treatment plant; (b) install certain new sewer mains to the Malone Avenue lift station and add new main capacity north of the current Spruce lift station, and (c) make additions to or modifications to all four currently existing lift stations.

Sewage Treatment Plan Expansion

The existing plant was originally designed to serve an ultimate population of approximately 5,000 persons. This population would handle about one-half million gallons of sewage effluent per day (0.5 mgd). As of December 1988, the population of Wheatland was approximately 1,893 persons and the average wastewater effluent flow processed by the treatment plant was 0.2 mgd.

In 1988, the city commissioned the engineering firm of CM2H Hill, to perform an analysis on increasing the plant's existing capacity. The subsequent report, "City of Wheatland Wastewater Master Plan," dated December 1988, initially determined that the present plant could adequately serve a population of 2,200. It further concluded that installation of certain improvements costing an estimated \$650,000 could increase the population which could be served by the plant to a level of 3,900 persons.

As 3,900 persons would be considerably below the City's potential population with a full buildout of the specific plan area CH2M Hill was asked

to analyze the feasibility of increasing the plant's capacity to serve 5,300 persons. In a letter supplement to its previous report, dated January 1990, CH2MHill concluded that the plant could be so expanded. The cost of this second phase expansion was estimated at \$800,000. If both expansion phases are carried out together it is estimated that the combined expansion could be built for approximately \$1,350,000. Costs of issuance, legal expenses, funded interest reserves, etc., on a municipal bond issue to finance the plant expansion could bring total costs of that expansion to about \$2,000,000.

On a physical basis, the improvements to be built under the expanded CH2M Hill plan are: a standby aerator, a new 50 foot clarifier or perhaps two smaller 35 foot clarifiers, pumping plant improvements, expanded sludge drying beds, a flow splitting weir, and related improvements. The exact improvements must await the completion of CH2M Hill's detailed plans and specifications for the expansion which are presently being undertaken by that firm.

In view of the fact that the bulk of the expansion capacity of the treatment plant will be utilized by development of the specific plan area, the development in that area will have to provide the major share of funding for the new plant.

Sewer Main Improvements

Three new sewer mains will be required as a result of development contemplated by the specific plan.

The existing 8 inch sewer main from Hooper and Olive Streets to the Malone Avenue pumping station will not be capable of carrying all effluent generated in the northwest area of the specific plan. Therefore, a new 12-inch gravity pipeline from Hooper and Olive Streets to the Malone Avenue lift station will be needed to serve that area.

Similarly, a new 10-inch gravity flow main will be needed to replace the existing 8 inch main currently carrying effluent from 4th and B to 4th and C Streets.

Finally, a new 12-inch pipe will be required to supplement the existing line from 4th and C to the Malone Avenue lift station.

Thus a total of three new gravity flow lines will be needed to serve all of the specific plan parcels. The proposed 12 inch line from Hooper and Olive will serve all parcels on the west side of Highway 65. The proposed new 10-inch line from 4th and B to 4th and C will serve parcel 1 only. The proposed new 12-inch line from 4th and C to the Malone Avenue lift station will primarily serve parcel 1 although also benefitting parcels 10 and 11 as well.

As will be noted in the later discussion of financing the costs of these lines will be allocated to and borne by the various benefitted properties.

It should be noted that in addition to the gravity system improvements described above, a new pipeline serving Parcels 2, 3 and 4 must be constructed to deliver sewage to the Spruce Avenue lift station. The pipeline will be a combination gravity and force main carrying sewage from a new lift station. The cost of the new pipeline and lift station will be shared among Parcels 2, 3 and 4.

Lift Station Improvements

Wastewater is collected in the City's sewer mains and flows by gravity to the City's main lift station at Malone Avenue. From there it is transferred through a 12-inch force main (pressurized main) to the City's treatment plant. The Malone Avenue lift station thus serves all city properties including all those within the specific plan area.

In addition to the Malone Avenue lift station, there are three presently operating lift stations serving properties in the specific plan area that are lower in elevation than the main part of the City. A pumping plant in line with a future extension of Spruce Avenue (Spruce station) was installed in 1962. It was originally designed to serve most of the land in the northwest quadrant of the City. It presently serves only the duplex development on Evergreen Street known as the Meadows.

A lift station in the City park on C Street (Park station) was designed to handle sewage from a large area north of Meadow Way and east of Highway 65. It was installed in 1980.

None of these three peripheral lift stations has auxiliary power in case of an electric failure. The Malone Avenue lift station does have a standby generator.

The third outlying lift station (Sunrise station) located on Bruce Avenue was originally designed to handle all sewage generated by the proposed 250 unit Sunrise Wheatland subdivision. That subdivision after the initial buildout of 47 units was renamed "The Hylands". The Hylands, which is currently undeveloped, is parcel No. 1 (See Map).

It should be noted that while, with improvements, the Spruce Avenue lift station can serve all properties in the Specific Plan to the north of the station it cannot serve areas north of Evergreen Street without a new lift station in that area pumping sewage from that area to the Spruce station. It is anticipated such a lift station would be located on parcel No. 2 and would have a pumping capacity of about 300 gpm through a 8" main running from it to the Spruce lift station.

Improvements required at each of the four existing lift stations in order to permit development of the specific plan properties can be summarized as follows:

Malone Avenue

Add a third pump to existing plant and a new electrical control system. With related piping and structures for housing the pump, the total estimated cost for this improvement is \$115,000. It is recommended that these improvements be in place at a time no later than when the population of the City exceeds 3,500 persons.

Park

Increase capacity from 80 gallons per minute to 180 gallons per minute. This change would require new belts and sheaves and a revised electrical system for a total estimated cost of \$6,600.

Spruce

Increase the present 250 gpm capacity to a capacity of 600 gpm. New pumps and motors and a revised electrical system are estimated to cost \$29,600.

Sunrise

Increase the present pumping capacity to 300 gpm from the present 240 gpm. This will principally involve modifying the existing electrical system and installing new pumps and motors. The cost estimate for these improvements is \$17,600.

General

The improvements at the Park station will be required not later than the connection of 15 new dwelling units to its system; those at the Sunrise station not later than when 100 new units are connected to it, and those at the Spruce station not later than when 70 new units are connected to its system.

Finally, auxiliary power sources will have to be provided for the Spruce and Sunrise stations at an estimated cost of \$40,000 each. A similar auxiliary power system will be required for the yet to be developed lift station north of Evergreen Street when it is built.

V. ACCESS/CIRCULATION

Background

The City is bisected by State Highway 65 which is both the main north-south artery for in-town traffic as well as a thoroughfare for persons traveling from the greater Sacramento area north and the Marysville-Yuba City area south. Within Wheatland Highway 65 is a two lane road approximately 40 feet in paved width. Currently about 800 vehicles pass through Wheatland on Highway 65 during peak hour traffic conditions.

Wheatland's main east-west thoroughfare is Main Street which becomes Spenceville Road at the eastern City border with Yuba County. Peak hour traffic on Main Street is approximately 80 vehicles westbound and 30 vehicles eastbound. Except for its intersection with Highway 65 Main Street does not present any present or prospective traffic concerns within the Plan area if appropriate turn lanes on it are provided at the entrance to parcel no. 1 when it develops.

Additional accesses from Highway 65 into the Specific Plan study area parcels northwest of Wheatland's core area will be required to develop the parcels in the plan area. Caltrans staff has indicated that each access should be separated by at least 400 feet. Caltrans further indicated that each access would be required to have separate left turn channelization from State Route 65 and that a continuous 12 foot median would be required along the commercial frontages on Hwy 65.

Highway 65 Access

The firm of Omni-Means, Ltd., engineers and planners, prepared a traffic impact analysis for the specific plan area. It analyzed existing traffic conditions, traffic conditions which would result from the development of the specific plan parcels, and finally, analyzed those conditions when added to that growth which would occur from development outside the City.

The analysis assumed the existing intersections with Hwy. 65 would be supplemented by one more or less major intersection (McDevitt Drive) between Evergreen Drive and Main Street. Each of these three intersections was then tested for whether signalization of the intersection would be required under assumed traffic conditions when the specific plan area was built out. The conclusion was that a four-way traffic signal would be required at Main Street/Hwy 65 but signals would not be required at other intersections on Hwy. 65.

A total of 8 new entrances into Hwy. 65 have been assumed in studying the development impact of the specific plan area on Highway 65. These eight are

shown on Map with their designations of R or C for the type of property (residential or commercial) they would primarily serve.

For purposes of analyzing traffic flows, it was assumed that the development projected for the Specific Plan area will be completed by 1995. To assess potential growth in through traffic, future traffic projections were obtained from the Caltrans Route Concept Report for Highway 65. Caltrans projects a peak hour volume of 1,000 vehicles through Wheatland in the year 1995. The change between current counts (about 800 peak hour vehicles) and the Caltrans projections indicate an annual growth rate of about 3.5%.

The current counts were also compared to Caltrans 1984 counts and the results indicate a consistent growth during this period of approximately 6% per year. No major development was experienced in Wheatland during this period that would have contributed significantly to this growth. Based on this past growth, it was assumed that the 3.5% per year increase in background traffic growth in addition to buildout traffic would be a conservative estimate of future roadway volumes on Highway 65. This rate was applied to all of the current turning movements around the study intersections to project 1995 through volumes.

As noted, Omni-Means determined that no signals other than one at Main Street/Hwy. 65 would be warranted with specific plan development. This conclusion assumed that all C entrances onto Hwy. 65 had both left and right turn lanes and that the access labeled C-4 had acceleration lanes on Hwy. 65 for both northbound and southbound traffic. The specific plan therefore will require that those turn lanes be in place at the time the affected parcels develop unless Caltrans determines that they are not required or desirable under the precise conditions applying to those parcels at the time they are developed.

A further conclusion of the Omni-Means study is that long delays are inevitable for vehicles turning left onto Hwy. 65 at peak traffic hours other than at the Main Street signalized intersection. This probably needs to be viewed as the inevitable result of the development contemplated by the plan in the absence of traffic conditions worsening to the point where additional traffic signals are needed. It should be noted that the traffic delays will be experienced only when turning left into peak evening commute traffic--something that for most motorists may well be an avoidable occurrence.

Internal Circulation on Westside of Highway 65

Internal interaction between the residential areas north of Evergreen Drive with those to the south are projected to occur via extensions of existing streets from Evergreen Drive. These potential points of interaction would be via extensions to Tulip Street, Redwood Avenue, Spruce Avenue and Rose Avenue. Internal interaction between the residential and commercial uses are

also assumed with potential points of access via McDevitt Drive, Evergreen Drive and Rose Avenue.

Caltrans staff have indicated that an internal road parallel to Highway 65 with connection to 1st Street would be desirable to help alleviate impacts to Highway 65. Map 8 displays what would be a logical parallel roadway to intersect with proposed McDevitt Drive, which in turn would connect to an extension of Wheatland Road over a to be acquired easement from the Wheatland Elementary School District where the District property abuts the Wheatland Cemetery. This future roadway would require extending Rose Avenue or Spruce Avenue south of Evergreen Drive. Residential areas north of Evergreen Drive could be connected to Rose Avenue, via an interconnecting street system to Evergreen, Tulip or Redwood Avenues.

This route(s) would carry about 600 vehicles per day, a volume sufficient to provide relief for Highway 65 but not enough to significantly impact the quality of life in existing and future residential areas.

The circulation corridors shown on Map 8 will be required in the approximate locations shown on that Map as conditions for approving development on the parcels affected by such corridors. Similarly the entrances onto Highway 65 will be limited to the number shown on Map 8 at the approximate locations shown on that Map.

Specific Improvements and Costs

The following table summarizes the improvements warranted by the full development of the specific plan area:

Condition	Improvement Warranted	Cost Estimate
Existing	Left turn pocket for southbound approach of Hwy 65 to the Hwy 65/Main Street intersection.	\$40,000 <hr/> Total \$40,000
Existing Plus Specific Plan	Left turn pocket for both the southbound and northbound approaches to Hwy 65 to the Hwy 65/Main Street intersection.	\$80,000
	Left turn pocket for both the southbound and northbound approaches of Hwy 65 to the Hwy 65/1st Street intersection.	\$80,000

Continuous third lane for left turn pockets from Olive Street to approximately 2000 feet northwest of Evergreen Drive on Hwy 65.	\$620,000
	Total <u>\$780,000</u>

1995 Traffic Plus Specific Plan	The improvements identified for Existing Plus Specific Plan conditions.	\$780,000
	Signalize Hwy 65/Main Street intersection.	\$120,000
		Total <u>\$900,000</u>

The only mitigation/improvement that was not directly required as a condition to buildout of the Specific Plan area was the need to signalize the Highway 65/Main Street intersection. Assuming a constant growth of 3.5% per year in background traffic, and uniform development of the plan area over the five year period from 1990 to 1995, the signal is projected to be warranted by 1994. With uniform development of the Specific Plan area, approximately 75% of the area would be developed when Main Street signal warrants are met.

In all cases, the turn pockets into properties from Hwy 65 would be the responsibility of the developer of the property served by the pocket to provide, along with any related median dividers, etc. For commercial properties these turn pockets may be significant in size and cost.

Where costs have been clearly assignable to particular properties, they are to be apportioned to or among those properties. Where costs are more generalized in nature they will be apportioned based on trip ends generated by the properties being developed except for commercial properties. In order to encourage commercial development, to balance the tax base of the plan area in what is an overwhelmingly residential project, approximately one-half of the trip ends generated by commercial development have been reallocated to the residential development generated by the plan. This allocation is made in the section of financing the plan.

In order to accommodate the General Plans Circulation Elements call for an east-west connector road north of the City the road connection to Highway 65 immediately to the north of parcel 4 will have to be a connector road approximately 80 feet in total right-of-way width.

VI. OTHER REQUIRED MUNICIPAL FACILITIES AND SERVICES

The foregoing sections of the plan have focused on the major municipal facilities which must be provided if the specific plan properties are to develop. However, less direct but equally real additions to the City's physical plant and operations resources will be required to adequately provide services to the new residents and properties in the specific plan area.

The development of the specific plan area will require that additional facilities for fire, police, public works and general administration be added to those currently serving the City if the residents of the specific plan area are to be adequately provided with municipal services.

A study has been undertaken by Richard Milbrodt, now City Administrator, as part of the specific plan process to determine the physical plant and equipment needs associated with growth accompanying specific plan build-out. That study indicates that the following facilities will have to be provided at total buildout. Expressed in estimated square footages of new space required they are:

General Administration (City Hall type functions)	3,450 sq. ft.
Police	2,820 sq. ft.
	Plus parking 1,400 sq. ft.
Public Works	4,200 sq. ft.
Fire	1,800 sq. ft.

Expressed in dollar terms at construction costs assumed in the study, it was concluded that the approximate costs of those facilities would be as follows:

General Administration	\$310,500
Police	\$348,000
Public Works	\$160,000
Fire	<u>\$109,800</u>
Total	\$928,300

The study also looked at two other major cost areas - equipment for the

aforementioned functions and expenditures for recreation facilities.

Equipment costs total approximately \$161,700 apart from recreational facilities. Recreational facilities expenditures are largely for major recreational facilities (ball diamonds, bleachers, perhaps a pool). It is anticipated that these would largely be physically developed on currently unused school property owned by the Wheatland Elementary School District and possibly the Wheatland High School District. It was assumed that no significant land acquisitions would have to be made for recreational facilities and that the school sites, if available, could be leased for long terms at nominal rents. In exchange it is contemplated that many of these facilities would be utilized for regular school recreational programs as well as school sponsored athletic contests. Total estimated costs for these facilities are \$729,000.

It should be noted that no significant land costs are factored into non recreational development costs. This is probably a realistic assumption except that it may be questionable if general administrative activities will not require additional real property other than that currently owned by the City. As noted, the conclusions as to cost assume that any park sites not dedicated to the City but leased from the school district(s) can be leased at nominal rents in any joint use of facilities arrangements with those districts.

It is anticipated that all of financing for these improvements will come from developer fees levied at the time subdivision maps are approved or building permits applied for. The City is presently planning on restructuring parts of its present fee schedule to facilitate these financings.

Increased operational costs will of course be incurred by the City to serve the new residents and businesses in the specific plan area. Some of these costs can be adequately reimbursed by an adequately established system of user charges. Thus, monthly sewer and water fees should be set by the City at adequate levels to pay all direct and indirect operating expenses of those systems, provide for depreciation and eventual replacement of worn out or economically obsolescent equipment, etc. In short, once the system is initially financed user charges should cover all expenses other than those to finance plant and equipment which have been financed through municipal bonds. These later expenses would be repaired through taxes or assessments on the properties affected.

The Milbrodt studies have determined that the per capita cost of new residents in the plan area will, at full build out, be approximately \$266 annually in terms of their demands on non capital outlay city services (services that are not directly reimbursed through monthly water and sewer charges if these are adequately established to recover all true costs of operating those systems).

It has been assumed for planning purposes that each residential unit will be occupied by 3 persons. Thus the total cost per dwelling unit for furnishing City services to the plan area will be \$798.00. Of this amount, it is estimated that property taxes paid to the City's general fund will be approximately \$300.00 per dwelling unit; a difference of \$498.00. This difference will have to be financed out of a special police/fire protection tax and a special street and landscape tax.

The estimated cost per capita for police and fire services is \$136/year or \$408 per year per household. All other City services are estimated to cost \$130 per year per capita or \$390 per year per household.

These costs will be financed by levying a special police and fire services assessment of \$408 per household and a street and lighting/landscape maintenance assessment of approximately \$90 per household.*

All of the foregoing dollar costs are estimates. The actual dollar amounts and methods of financing for the project may vary from those outlined here.

SUMMARY OF CITY SERVICES, COSTS AND REVENUES FOR PLAN AREA

	<u>Per Capita</u>	<u>Per Household</u>
Estimated Costs of Services	\$266.00	\$798.00
Estimated Revenues		
Current Sources	\$100.00	\$300.00
Special Taxes		
Police/Fire	\$136.00	\$408.00
Street/Landscape	<u>\$30.00</u>	<u>\$ 90.00</u>
 TOTAL	 \$266.00	 \$798.00

*In addition, certain non-property tax state subventures (cigarette tax for example) will be received by the City as population increases. These funds amount to an estimated \$237.00 per household per year and will go to cover general City administrative expenses, payments for upkeep of existing streets, facilities, etc.

VII. FINANCING FOR THE PLAN

There are two types of costs associated with the plan -- capital and operating costs. The operating costs discussed below are those which cannot be paid on a current basis through user charges -- such as monthly service charges for water and sewer services.

Capital Costs

There are two basic ways to fund capital costs: (1) development fees or taxes charged at the time a project receives some municipal (entitlement such as subdivision map approval or a building permit), and; (2) sale of long term municipal bonds which are paid from taxes or assessments levied on properties within the plan area.

Both capital finance methods are proposed to fund improvements within the 1995 Plan area. Improvements proposed to be financed with the proceeds of municipal bonds are improvements to the sewer plant and to the extent possible, a portion of required traffic safety improvements. All other capital facilities will be financed by development fees or by affected developers putting the improvement in place subject to partial reimbursement for such costs when later developers seek to hook into or utilize the capacity of the facility put in place by the first developer.

Sewer Treatment Plant Costs.

As previously noted the sewer plant expansion required to serve the Plan area will cost an estimated \$2,000,000. A final figure will not be known until the expansion is put out to bid -- estimated to be late Summer of 1990.

Whatever the final cost it is not feasible to construct the sewer plant improvements incrementally or to wait to accumulate hook-up fees as houses are built. Plant capacity would be exhausted long before enough plant expansion fees are collected. Therefore the entire \$2,000,000 expansion cost will have to be financed with municipal bond financing pursuant to an assessment or taxing district formed to provide such financing.

Streets and Highways

As noted earlier traffic consultants for the Plan have identified approximately \$940,000 of expenditures required to bring plan area traffic movement into acceptable patterns upon complete buildout of the plan area.

Of these improvements, \$40,000 is estimated to be the cost of correcting existing deficiencies. The balance of \$900,000 is due to the traffic generated by plan development (\$780,000) and future pass through traffic growth on

Highway 65 (\$120,000).

These costs cannot be recaptured from motorists and must be added to development costs for the plan area if they are to be paid for at all, given the extremely limited funds available from the City gas tax revenues. Therefore, together with the \$780,000 direct costs associated with the plan, the \$120,000 amount will have to be paid for by owners of property proximate to Highway 65 as the properties develop, subject to appropriate reimbursement from other benefitted specific plan properties.

Sewer Collection Costs

The primary improvement costs to be charged against plan developments are due to the need to upgrade the lift stations and gravity flow lines in areas of the City affected by the plan. Also there is a need to provide auxiliary power sources for these lift stations in the event of future power failures.

The financing of the plan area sewage collection improvements can be localized to three areas: (1) north of Evergreen Drive; (2) south of Evergreen Drive, and (3) all areas East of Highway 65. This excludes Parcel 12 from consideration as a separate force main system will apparently have to be built for it if and when that parcel develops.

Also, improvements to the Malone Avenue lift station will have to be financed by all properties in the plan area as it receives all the wastewater generated by all plan parcels.

South of Evergreen

(a) Spruce Lift Station. The total cost to upgrade this system is \$28,000 plus \$40,000 for a permanent back-up automatic pump. The \$40,000 cost will be shared with parcels north of Evergreen.

(b) Gravity Flow System - Hooper & Olive to Malone. This improvement is estimated to cost \$225,000. Its ultimate cost will be borne by all plan properties West of Highway 65 except Parcel 12. Initially its funding will have to occur when Parcels 13 and 8 are developed.

North of Evergreen

(a) New Lift Station. As noted elsewhere in this plan, a new lift station and force main to be Spruce Avenue lift station will have to be built when this area develops. Parcels 2, 3 and 4 will have to share in the cost of developing this facility with initial funding by the developer of the first of these parcels, to develop subject to a reimbursement agreement with the City if appropriate.

(b) Gravity Flow System - Hooper & Olive to Malone. Parcels 2, 3 and 4 will also be utilizing the expanded gravity flow system from Hooper & Olive to Malone Avenue along with plan properties south of Evergreen Street. Therefore, these parcels will share in the cost of those facilities by reimbursing the appropriate parties who have initially funded the Hooper to Malone gravity flow improvements.

East of Highway 65

Sunrise and Park Lift Stations

(a) Sunrise. A cost of \$16,000 is estimated for required improvements to the Sunrise lift station. Also, a permanent backup power station at an estimated cost of \$40,000 is required for this lift station. The entire cost of these improvements are to be borne by Parcel 1.

(b) Park. Lift stations improvements here are estimated to cost \$8,000 for replacement of belts and sheaves and an upgrading of the electrical system. Parcels 10 and 11 will share the cost of these improvements with the first to develop of those two parcels putting in those improvements subject to a prorated reimbursement of costs when the second parcel develops.

(3) Sewer Gravity Main from 4th and B Streets to Malone Avenue Lift Station. These extensive upgrades of the existing lines in this area are to serve parcels 1, 10 and 11. As Parcel 1 of these three parcels will be the first to develop it will be required to put these improvements in place subject to prorated reimbursements from Parcels 10 and 11 when they develop. Cost of these improvements is estimated to be \$284,000.

Malone Avenue Pump Station Improvements

The improvements required to the Malone Avenue Pumping Station are estimated to cost \$115,000 and when completed will serve all properties in the Plan area. As this improvement will not be required until approximately 3,500 people are within the City limits these improvements will be funded by fees on developments as they occur with earlier developments bearing a higher then prorated fee subject to reimbursement from later developments. It is estimated that the per dwelling unit cost for these improvements to be levied will be \$230. If bonding capacity exists for this improvement it may be funded with the municipal bond financing for the sewer plant.

Water System Improvements

A total of four new wells will be needed to serve the Plan area. The four wells together with auxiliary power sources for two of them will cost an estimated \$560,000.

Additionally at the time the first or second of these wells is installed a new control system for the entire City system must be put in place to adequately operate the expanded system. The new control system is estimated to cost \$45,000. Thus, total water system improvements required as a result of the Plan total \$605,000.00.

The wells to be located on Parcels 1, 2 and 13 will be fully funded by the developers of those sites. That on Parcel 7 will be built when developer fees are sufficient to complete construction and as soon after development commences on Parcel 7 as is feasible.

All residential and all commercial acreage will bear the same per unit or per acre cost to fund these improvements. Reimbursement agreements will be entered into with the developers actually constructing the improvements so that when and if other benefitted properties develop they will repay their prorated share of costs associated with development of the water supply system.

Drainage

There will be no external costs to the City from required drainage improvements for the Plan area. However, all parcels other than 9 and 1 will be required to pay per acre drainage reimbursement fee to reimburse the developers paying for the drain along the west side of parcel 2 and installing the drain.

VIII. RESIDENTIAL DESIGN GUIDELINES

Introduction

These guidelines are intended for use within the specific plan area to provide direction in the development of new residential subdivisions. The objective is to guide the development of housing to further the sense of community within Wheatland. Additional goals are to preserve the surrounding environment, to create pleasing and attractive living areas and provide the highest quality of housing for the intended market. To promote these goals this document contains sections on the design elements to be addressed in plans prepared for residential lands within the specific plan area.

The residential lands included within the specific plan area lie on the outskirts of the traditional City core. To maintain the small town feeling of community evident in Wheatland in these outlying areas the existing residential development within the City was studied. Several characteristics evolved from this study including the grid system of neighborhood development within the core area, traditional architectural materials and styles of the 1920's to 1940's and street trees. It was determined that incorporation of these design elements where practical in the newer developing neighborhoods would best encourage the continuation of this community sense.

This guide also recognizes the unique characteristics of Wheatland and the larger parcels to be residentially developed in the specific plan. These characteristics include the locations of the plan area in relation to Highway 65 and Spenceville Road, Hooper Slough on parcels 7, 8 and 13, Grasshopper Slough on parcel 2 and the utility transmission lines on parcel 1.

Implementation of these standards will be through the project review process currently in place within the City of Wheatland. It will be the responsibility of individual property owners within the Plan Area to adhere to these guidelines in the preparation of their development plans.

Site Planning

A quality subdivision begins with proper site planning. Essential parts of site planning include circulation patterns, building placements and open spaces. Entry features, the lot and building layout, and their relationship to architectural styles and the streetscape/landscaping should receive particular attention.

The design of subdivisions should incorporate where feasible the existing natural features such as waterways, vegetation and topography. Other property characteristics such as existing utilities, easements and rights-of-way which cannot be used for building should be used to maximize the potential open

space areas. Residential quality can be increased by use of these amenities.

Entry Features

Subdivision entries should be located to provide safe and efficient access. The design of access points should be coordinated with existing or planned circulation routes while taking advantage of any natural features. Elements of effective entry features include attractive landscaping, unique signage, use of berming and fences/walls for aesthetics and noise, alternative paving materials and adequate lighting. Features in the specific plan area should also include areas for bus shelters and mailbox clustering. It is appropriate in larger subdivisions for some of the properties to incorporate these shelters and mail delivery points and include them in the design of the entry features.

The following are minimum standards within the Plan area:

Landscaping

Entry features shall include a minimum area of 500 square feet of landscaped area. The depth of the entry features shall not be less than 15' for landscaping purposes. A landscaped median no smaller than 6' x 15' shall be constructed at the subdivision entrance if traffic safety concerns can be satisfied.

Entry landscapes shall consist of a minimum of 4 - 15 gallon trees (lists 1 and 2), 12 - 5 gallon shrubs (list 3) and bark or appropriate ground cover (list 4). Plant materials to be used shall be as approved on the plant lists in these guidelines or alternates acceptable to the City of Wheatland. Landscaping, irrigation and maintenance plans must be submitted for review and approval by the City of Wheatland.

Signage

Entry signs shall be monument style and not exceed 6' in height. Entry signs and landscaping may be highlighted with the use of spotlighting (exterior illumination). Entry signs shall identify the name of the subdivision only and shall be incorporated into the landscape and/or entry walls. Signage must be compatible with the subdivision architectural materials and styles.

Highway 65 & Spenceville Road Buffers

Noise attenuation, pedestrian circulation and pleasant City entry points along Highway 65 and Spenceville Road shall be accomplished through the use of a combination of setbacks, landscaped berms and wall or fences along property frontages. Berms should be designed to a maximum of 3:1 slope or as recommended by a noise study.

Buffer areas shall be attractively landscaped, irrigated and maintained. Development plans shall include provisions for the installation and future maintenance of landscape and irrigation systems. Pedestrian and bicycle circulation routes shall be incorporated into these buffer areas. These routes shall be separated from the roadways by landscaped areas.

Circulation

The primary residential areas to be developed within the Specific Plan are adjacent to the major circulation routes in Wheatland. Parcel 1 will utilize Spenceville Road and connect to the existing Sunrise Wheatland subdivision. The Circulation Element of this Plan outlines the necessity of future roads west of Highway 65. These have been designed to reduce the use of Highway 65 for short trips when the Plan is developed. New street systems within proposed developments should be designed to connect into the existing and proposed circulation patterns.

Existing streets in Wheatland are developed in a grid system. Many areas have sidewalks separated by landscape strips to encourage pedestrian use. It is the intent of this guide to continue this pedestrian orientation by creating pleasing and usable walking areas within all subdivisions. Circulation within the proposed developments should emphasize the following features to maintain the traditional circulation patterns.

Pedestrian Circulation

Circulation routes shall be designed to encourage pedestrian usage by provision of connection to public spaces and commercial uses. Sidewalks a minimum of 4' in width shall be provided in all residential areas.

Sidewalks or pedestrian paths shall be separated from streets by landscape strips a minimum of 4' in width in all developments if topographic and construction conditions allow.

Pedestrian paths shall be incorporated into the design of all open space and parks areas. Street design shall include use of safe crossing areas for pedestrians.

Vehicular Circulation

Proposed streets shall connect with existing and future circulation routes as shown in this plan unless circulation movement or safety will be adversely affected. Street design within proposed developments shall be in conformance with City of Wheatland subdivision ordinances and regulations. On-street parallel parking shall be encouraged in all developments.

A minimum of 2 off-street parking spaces shall be provided on all lots within proposed subdivisions. Two car garages will satisfy this requirement. Recreational vehicles (RV's), trailers campers, boats, etc., shall be parked to the side or rear of lots and screened from public views. Developer C,C&R's will be required to this effect.

Landscaping (other than entryway)

The use of landscaping and street trees are important in the maintenance of a quality living environment. The mature street trees in the existing downtown area enhance the small town character of Wheatland. To continue this characteristic the following street tree and residential landscaping programs are incorporated into these guidelines.

Street Trees

A street tree planting plan shall be included with development proposals for all subdivisions within the specific plan. The plan shall include provisions for the installation and maintenance of the trees. There shall be at least 1 street tree (list #1) planted in front of each interior lot, and a minimum of 3 per corner lot provided there is no obstruction of vehicular sight lines required for safety purposes.

Trees in street planter areas shall be planted a minimum of 40', and a maximum of 75' apart, depending on amount of lot frontage. A minimum of 3 street trees of the same variety shall be planted consecutively before changing to another desired tree type. Trees shall be properly staked to insure desired growth habit.

Lawns shall be installed in the planter strip, and shall be properly irrigated, to insure survival of plant materials.

Front Yard Landscaping

Front yard landscaping shall be required for all subdivisions within the specific plan. Front yard landscaping shall consist of a minimum of 1-15 gallon lawn tree (list #2), 5-5 gallon shrubs (list #3), bark or ground cover (list #4), and lawn (sod or hydroseed). Lawn and planter beds shall be separated by 2" x 4" redwood header board set with 2" x 2" x 12" redwood stakes to anchor. Planter beds shall either be barked or planted with appropriate ground cover.

An automatic sprinkler system shall be installed for each front yard. Each residence shall have a separate controller, for which the homeowner will be responsible. The system shall provide water to the planting strip between the sidewalk and curb.

Architecture/Neighborhood Character

Continuity of the small town atmosphere in Wheatland to the newly developing areas extends beyond the pedestrian orientation of the subdivisions.

Establishing design criteria that enhances and integrates existing neighborhood traits and architectural styles is essential. The existing downtown area of Wheatland was constructed in a traditional grid pattern typical of many rural communities. The subdivisions that may have been developed more recently have been designed in lot and block fashion generally compatible with this grid pattern. While it is not the intent of these guidelines to dictate the continuance of the grid system, incorporation of several features of this type of neighborhood design will promote a cohesive City design. These features include the street tree program, separated sidewalks, and consistent residential front setbacks and detached garages or their placement in a harmonious manner.

While there is no one architectural style in Wheatland, the majority of homes are examples of the bungalow or bungalowoid typical of the 1920 - 1940's. It is important to recognize and use the qualities of the housing that contribute to the desirable small town identity. Typical of these are front porches, dormers and use of wood or masonry building materials. In addition, individual building design should respond to the site characteristics and local climate.

The following minimum standards are to be implemented within the specific plan to ensure attractive efficient neighborhoods and compatibility with the existing City.

Buildings on all lots having street frontage shall be setback between 15' and 25' from the property line. Acceptable building materials include wood, masonry and stone. Materials that give the appearance of wood such as masonite and aluminum siding may be acceptable upon review by the Planning Commission. Stucco and plaster are not acceptable street exposure siding materials. Brick may be utilized in combination with wooden siding. Roof materials may be compatible with the building materials and styles.

Community shelters/buildings for use as bus shelters and/or mailbox clusters shall be constructed near project entries and other necessary locations within proposed developments. Energy-efficient design is encouraged.

Building coverage shall not exceed 50% of the lot size. Materials and detailing of buildings should correspond to the style in order to maintain architectural integrity.

Additionally, the following architectural standards shall be complied with:

1. Building form. Residential building design shall reflect a variety of forms

and not just addition of finishes to uncreative building "boxes." Design qualities of depth and substance should be provided by the use of offsets, recesses, columns and roof overhangs to provide shade and shadow patterns. Visual interest should be achieved by the use of elements such as porches, arcades, dormers, trellises and bay windows. All elevations of a building are to have consistent architectural treatment, although one or more elevations may be emphasized. Generally, the same treatment used on the front elevation should be continued around the sides to provide a finished appearance from the street.

2. Carports and other accessory structures should incorporate the architectural theme of the main buildings, including roof line and materials; Garage doors should be designed with detailing or windows to avoid the monotony of a large flat surfaces. Attached garages should not dominate the appearance of the front elevations of any residential building however, carport roofs should not divert attention or detract from the architecture of the main building.
3. Building entries shall be emphasized and shall receive special design treatment to provide a balanced sense of security and privacy. Entry patios, courtyards, porticoes and porches are encouraged. Entry doors should be visible from streets or other well-used public areas. Where a side entry is utilized on an interior lot, a lockable entry gate and decorative fence facing the street shall be provided. Both fence and gate shall be compatible with the building architecture and materials.
4. The following features should be incorporated into the design of each dwelling unit.
 - a. At least one substantial architectural projection per unit with a minimum offset of 2'-6" from the major building plane of each elevation visible from a street or common open space. Garages or entry overhangs which are extensions of roof lines without change in plane or slope do not fulfill this requirement. Examples of acceptable projection are porches, bay windows, dormers, gables, trellises and chimneys.
 - b. No more than two units covered by a single, unarticulated roof. Articulation may be achieved by changes in plane of at least 2'-6", or by the use of gables, hips, or dormers. Hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roofs applied to the building's edge.
5. Surface Treatment and Use of Materials. Exterior materials and architectural details should have a consistent and harmonious relationship. Frequent changes in materials are to be avoided. Changes in materials or colors should be located at changes in plane, except for articulation at the

base of a building. Contrasting materials should be offset, and should intersect with an architectural feature. Material or color changes at the outside corners of buildings are to be avoided, as these give an impression of thinness and artificiality. Roof color should be coordinated with walls and trim.

6. Building facades, including side or rear elevations, facing entry drives, public streets, or common open space shall be treated so as to provide architectural interest and orientation to the street or open space. At least one building entry shall be oriented to and clearly visible from such site features. Side and rear elevations should be designed with the same care and attention to detail as the front.
7. Where varying options of the same floor plans are proposed, a significant difference in the massing and composition of each option (not just finish materials) is to be achieved.
8. Diversity in floor plans and options should increase with the size of the development. A range of at least 500 square feet in floor area should be provided within each development of more than 20 units.
9. Doors, gates, mailboxes and light fixtures should be chosen as design features which will integrate with the building design.
10. An atrium wall abutting a property line should be the same material and color as the building. Portions of fences facing public or private streets should be architecturally integrated with the building elevations.

Open Space

Open space within the Plan area can preserve environmentally sensitive areas and provide necessary recreational opportunities. Further they can serve as circulation links to public areas. The park provisions included in this plan outlines the specific recommendations for development contributions or dedications required for plan area projects. Known constraints within the plan area that provide the opportunity for park and open space are Hooper Slough through parcels 7, 8 and 13 and the overhead transmission lines on parcel 1, and Grasshopper Slough on parcel 2.

Open space areas should be provided in any areas that are unsuitable for building. Waterways should be preserved and utilized within the open space system where feasible.

IX. RELATIONSHIP OF SPECIFIC PLAN TO GENERAL PLAN

As noted earlier the specific plan in its present form will require that certain changes be made in the City's General Plan if the two planning documents are to be consistent.

These changes required are:

1. Land Use. Portions of the lands along the Highway 65 corridor will require a change in land use classification. The primary change will be to redesignate parcels 2 and 4 to residential and commercial use respectively from their present industrial classifications.
2. Recreation. Additional park and open space recreation areas would be designed as in the present draft specific plan.

Except for their changes, other changes to the present 1980 General Plan as modified by changes in various of its elements to date, should only require minor modification if any. It is interesting to note that the basic build out population projection of the General Plan correspond very closely with those associated with the build out plus present development anticipated in this specific plan.

Gravity Sewer from Hooper &
Oliver to Malone Pumps

1) 12-inch sewer pipe, 2340 lift	\$93,600
2) 9 Manholes	36,000
3) Pavement removal and repaving	25,000
4) Traffic Control & incidentals	5,000
5) Repair laterals	3,000
6) Connection to existing manholes, 4	8,000
7) Reroute force main at inlet	2,000
8) Contingencies	27,400
9) Engineering	<u>25,000</u>
TOTAL	\$225,000

To be paid for by properties 2-8, 13

TABLE 1

Sewer Main from 4th & B to Malone Pumps

1) 12-inch sewer pipe, 2050 lift	\$82,000
2) 10-inch sewer pipe, 450 lf	16,000
3) 8 Manholes	32,000
4) Pavement removal and repaving	25,000
5) Traffic Control, repair laterals	8,000
6) Connect to existing manholes, 6	12,000
7) Reroute force main at 4th & B	2,000
8) Bore & jack under railroad	30,000
9) Bore & jack under Highway 65	30,000
10) Engineering contingencies	<u>47,000</u>

TOTAL \$284,000

Item no. 2 to be paid for by property no. 1. Remaining items to be paid for by properties 1, 10, 11.

TABLE 2

Add Third Pump to Malone Avenue Lift Station

1) Concrete Structure	\$ 20,000
2) Pump and Motor	20,000
3) Piping	5,000
4) Electrical and controls	18,000
5) Miscellaneous metal and painting	7,000
6) Earthwork	5,000
7) Miscellaenous repairs on existing equipment	10,000
8) Contingencies	15,000
9) Engineering	<u>15,000</u>
TOTAL	\$115,000

TABLE 3

PROPERTY SUMMARY

SPECIFIC PLAN PARCELS

<u>Parcel No.</u>	<u>Size</u>	<u>Zoning</u> (Proposed for Plan)	<u>Dwelling Units</u>
Parcel #1	47.06 ac.	R-1	196 units
Parcel #2	45.5 ac.	R-1	205 units
Parcel #3	7.43 ac.	R-1	33 units
Parcel #4	7.6 ac.	Comm.	
Parcel #5	.3 ac.	Comm.	
Parcel #6	12.3 ac.	R-1	55 units
Parcel #7(a)	3.9 ac.	Comm.	
Parcel #7(b)	2.6 ac.	Comm.	
Parcel #8	16.4 ac.	R-1	70 units
Parcel #9	1.86 ac.	R-4 (24 units)	24 units
Parcel #10	2.24 ac.	R-4 (18 units/acre)	40 units
Parcel #11	12 ac.	R-1	54 units
Parcel #12	2.2 ac.	Comm.	
Parcel #13	<u>52.46 ac.</u>	R-1	<u>220 units</u>
	213.85 acres	TOTAL	897/du.

64 - multi-family
833 - single family

Commercial Total = 16.6 acres

Assumptions:

R-4 equals 18 units/acre except for Parcel 9 when approved development is 24 units total. R-1 is 4.5 units/acre except for Parcels 1, 8 and 13 where figures are based on approved or tentative development plans submitted to City.

CITY OF WHEATLAND
PROPERTY SUMMARY
1995 SPECIFIC PLAN
PROPERTIES

Parcel No.

1. APN 15-360-044

Owner: Dunmore Development, Inc.
12344 - #G
Fair Oaks Blvd.
Fair Oaks, CA 95628

Developer: Granite/Power Corp.
c/o Craig Prouty
5859 Rosebud Lane
Building B, Suite 2
Sacramento, CA 95841

Gen. Plan: Residential

Zoning: R-1

Proposed Land Use(s): Residential

Parcel No.

2. APN 15-140-046

Owner: Sohrakoff, James & Mima
Sohrakoff, Larry
Rt. 1, Box 80
Wheatland, CA 95692

Gen. Plan: Industrial

Zoning: Residential/Commercial

Proposed Land Use(s): Residential single family -
possible commercial along
Hwy 65

Parcel No.

3. APN 15-140-047

Owner: EPPCO Builders, Inc.
6049 Douglas Blvd.
Suite 25
Roseville, CA 95678

Gen. Plan: Industrial

Zoning: Residential

Proposed Land Use(s): Residential

Parcel No.

4. APN 15-140-048
Owner: Wagner, Rudy and Dorothy D.
115 Westcott Court
Auburn, CA 95603

Developer: Harges, Rick
113 Brock Drive
Wheatland, CA 95692

Gen. Plan: Commercial

Zoning: C-3

Proposed Land Use(s): Commercial

Parcel No.

5. APN 15-442-006
Owner: Menchinella, Alvin and Irene M.
4863 Virginiatown Road
Newcastle, CA 95658

Gen. Plan: Commercial

Zoning: Commercial

Proposed Land Use(s): Commercial or Residential

Parcel No.

6. APN 15-500-002
Owner: Richard J. Ryan
365 Shadow Ridge, No. 5
Roseville, CA 95678

Gen. Plan: Residential

Zoning: R-1

Proposed Land Use(s): Residential -
possible commercial on
small plant along
Highway 65

Parcel No.

7. APN 15-500-003
Owner: Wilson, Charles & Wilson, Cary
P.O. Box 316
Sheriden, CA 95681

Gen. Plan: Commercial

Zoning: Commercial

Proposed Land Use(s): Residential

Parcel No.

8. APN 15-271-017
Owner: Wilson, Charles & Wilson, Cary
P.O. Box 316
Sheriden, CA 95681

Gen. Plan: Residential

Zoning: Residential

Proposed Land Use(s): Residential

Parcel No.

9. APN 15-271-018
Owner: Hamon, Chester Boyd & Bertha
P.O. Box 352
Wheatland, CA 95692

Developer: Bear River Investors
c/o Douglas Young
428 1/2 First Street
Suite 205
P.O. Box 580
Woodland, CA 95695-0580

Gen. Plan: Multifamily residential

Zoning: R-4

Proposed Land Use(s): Multi-Family
Residential

Parcel No.

10. APN 15-500-018
Owner: Joyce R. Boehm
P.O. Box 872
Yuba City, CA 95992

Gen. Plan: Residential

Zoning: R-4

Proposed Land Use(s): Single or multi-family
residential

Parcel No.

11. APN 15-500-008

Owner: Greathouse, O.D. and M. Lucille
785 S. Walton Avenue
Yuba City, CA 95991

Gen. Plan: Residential

Zoning: R-1

Proposed Land Use(s): Single family residential

Parcel No.

12. APN 15-275-001

Owner: Margaret Ornelas
P.O. Box 366
Wheatland, CA 95692

Gen. Plan: Commercial

Zoning: C-3

Proposed Land Use(s): Commercial

Parcel No.

13. APN 15-500-001

Owner: Walz, Marilyn
P.O. Box 54
Wheatland, CA 95692

Developer: Pacific Ridge Development Company
c/o John Boswell
610 Anacapa Street
Santa Barbara, CA 93101

Gen. Plan: Residential

Zoning: R-1

Proposed Land Use(s): Residential

Plans and specifications shall be approved by the City of Wheatland and construction shall be inspected by the City of Wheatland.

The site shall be fenced and designed for maintenance access by the City. All facilities shall be vandal resistant. All work on or adjacent to the Dry Creek levee shall be in accordance with a permit from the State Reclamation Board. Materials shall be new, first quality, and undamaged.

The structure shall contain a trash screen that protects the pumps and that is easily maintained. Sump design shall conform to accepted standards as determined by the City Engineer.

At least two pumps shall be provided and shall be capable of discharging the total incoming runoff from a 100-year 24-hour storm in a period of 24 hours or less. The pumps shall be capable of handling trash and shall operate at 900 rpm (preferred) or 1200 rpm (acceptable). A control system shall be provided to automatically start and stop the pumps.

A method shall be provided to operate at least one pump by an alternative source of power. As-built plans shall be provided.

EXHIBIT B

PUMPING PLANT MINIMUM REQUIREMENTS

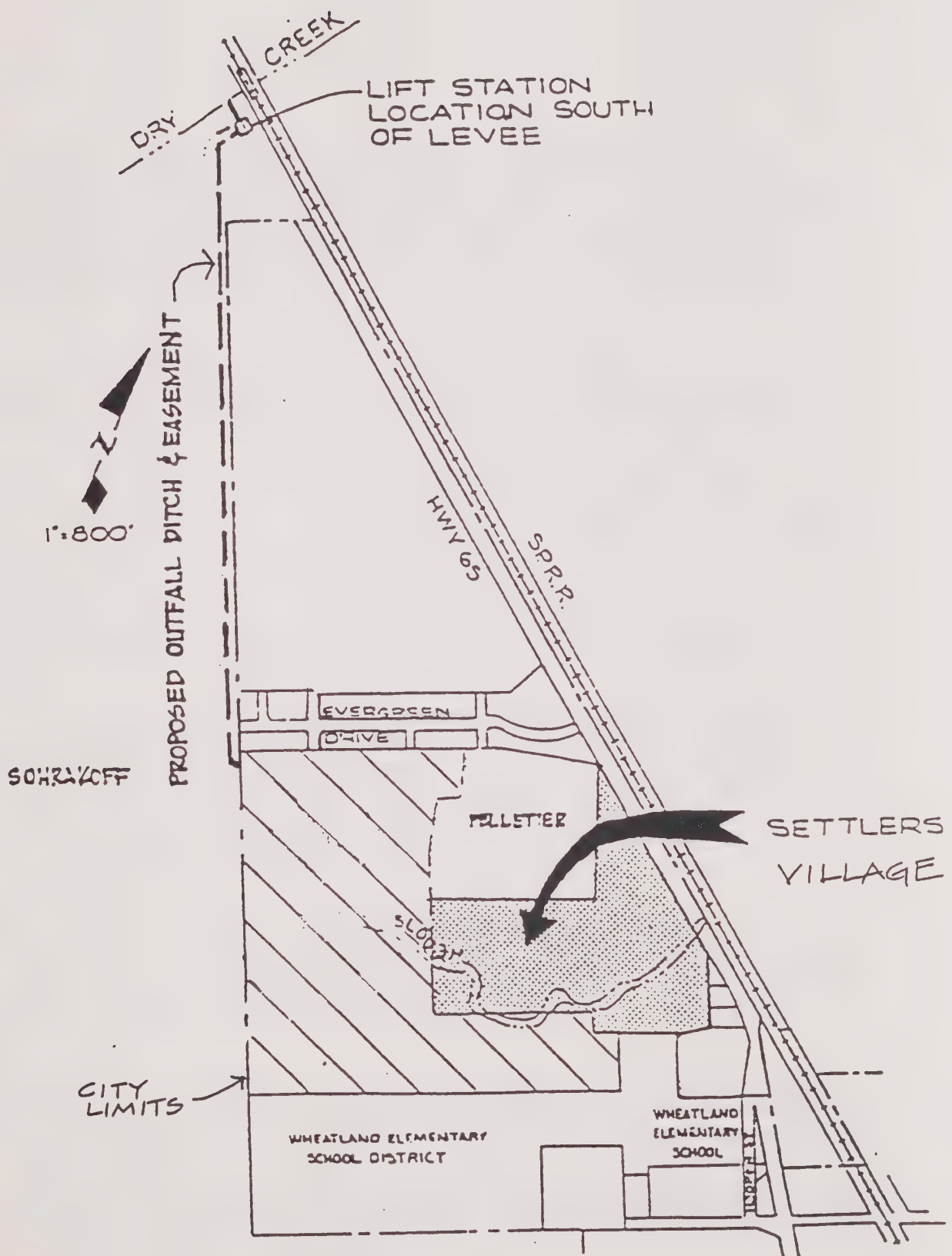


EXHIBIT C

WESTERLY OUTFALL
DRAINAGE PLAN

The well location, construction plans and specifications, and actual construction of the well and appurtenances shall be approved by the State of California Department of Health Services (DHS) and the City of Wheatland (City). Well construction and pumping equipment shall also conform to AWWA A-100 and AWWA E-101. All materials shall be new, first quality, and undamaged.

The well shall be drilled by the cable tool method by a contractor approved by the City. Outer casing shall be 24-inch diameter minimum. Production casing shall be no less than 16-inches in diameter and shall be ASTM A 139 Grade B with 1/4-inch minimum wall thickness. Production casing shall extend, unperforated, to a depth of at least 100 feet and shall be securely landed, leak-free, on an impervious layer at least three feet thick. A sanitary seal, acceptable to DHS shall be at least 50 feet deep and shall also be landed on an impermeable layer.

Water from each aquifer shall be sampled and tested during drilling to determine if certain aquifers should be sealed off. A driller's log shall be kept and formation samples taken.

The well shall be developed until the water is acceptably sand-free and then a step-drawdown test shall be conducted. After testing, the well shall be disinfected and water samples shall be analyzed for DHS compliance. The well must be straight and plumb. A video tape record of the full depth of the well shall be provided to the City. Surface features shall include a concrete pump pedestal, a sounding tube, and an air vent.

The well pump may be either a conventional water or oil lubricated deep well turbine or submersible. City shall confirm pump selection based on results of the step-drawdown test. Pump shall be factory tested and certified as conforming with the specifications.

Piping shall include a method to pump the well (with throttling capability) to a storm inlet on the well site, a sand separator, water sampling and disinfection points, a digital flow meter with totalizer, and a system of automatic valves to divert flows to waste for elimination of shock on start-up and shut-down. A 10,000 gallon minimum hydropneumatic tank may be substituted for the automatic anti-shock valve system.

The well shall be activated by the City's central control system.

EXHIBIT D

WATER WELL CONSTRUCTION MINIMUM REQUIREMENTS

PRELIMINARY LANDSCAPE STANDARDS

PLANTER STRIP

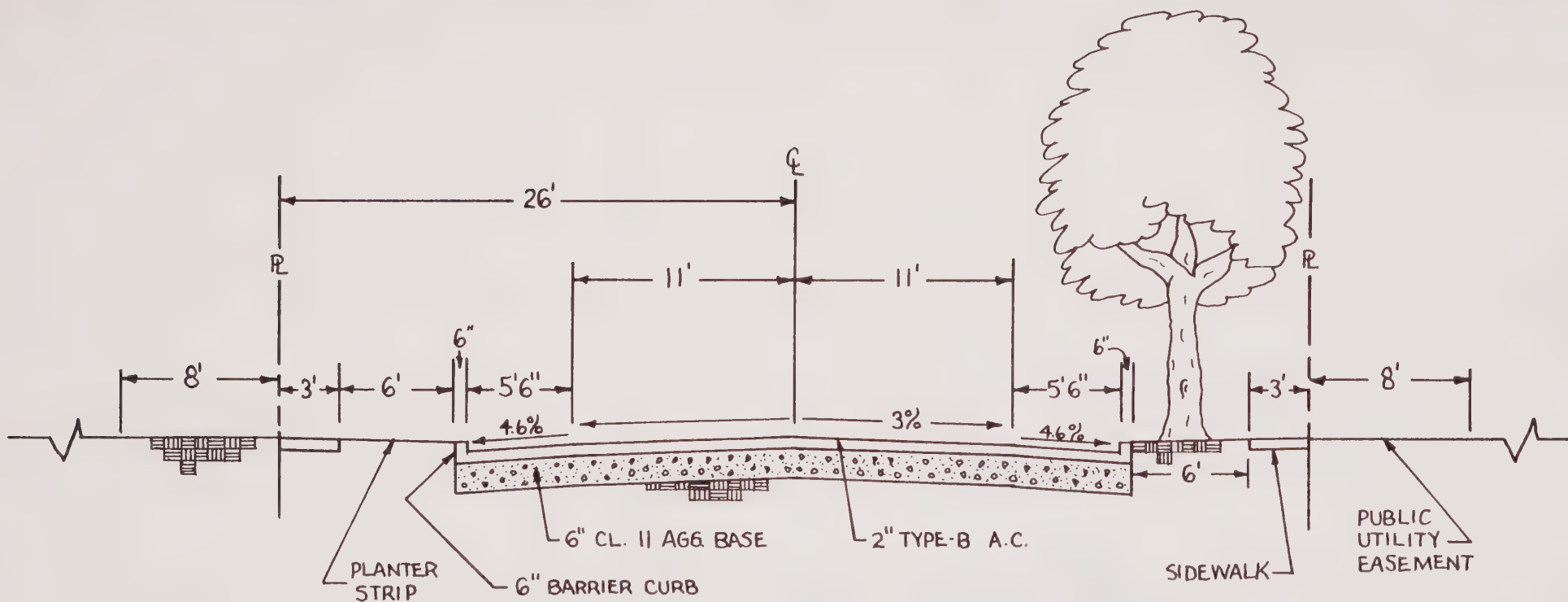
1. There shall be 1 street tree, (list #1), planted in front of each inner lot, and 3 per corner lot.
2. Trees shall be planted a minimum of 40'o.c., and a maximum of 75'o.c., depending on amount of lot frontage.
3. A minimum of 3 street trees of the same variety shall be planted consecutively before changing to another desired tree type.
4. Trees shall be properly staked to insure desired growth habit.
5. Lawn shall be installed in the planter strip, and shall be properly irrigated, to insure survival of plant materials.

FRONT YARDS

1. Front yard landscaping shall consist of a minimum of 1-15 gallon lawn tree, (list #2), 5-5 gallon shrubs, (list #3), bark or ground cover, (list #4), and lawn, (sod or hydroseed).
2. Lawn and planter beds shall be separated by 2"x4" redwood header board set with 2"x2"x12" redwood stakes to anchor.
3. Planter beds shall either be barked or planted with appropriate ground cover.
4. An automatic sprinkler system shall be installed for each front yard. Each residence shall have a separate controller, for which the homeowner will be responsible.

ENTRANCES

1. Corners entering the development shall have a setback of not less than 15' for landscape purposes.
2. Entry signs shall be incorporated into the landscape.
3. Entry signs shall not exceed 6' in height.
4. Entry signs and landscape may be highlighted by the use of spot-lighting. (optional)
5. A center island, 6'x15', shall be constructed at the entrance for landscape purposes.
6. Entry landscapes shall consist of a minimum of 4-15 gallon trees, (lists #1&2), 12-5 gallon shrubs, (list #3), and bark or appropriate ground cover, (list #4). Lawn is optional.
7. Entry landscapes shall be properly irrigated to insure survival of plant materials.



52 FOOT STREET

CITY OF WHEATLAND

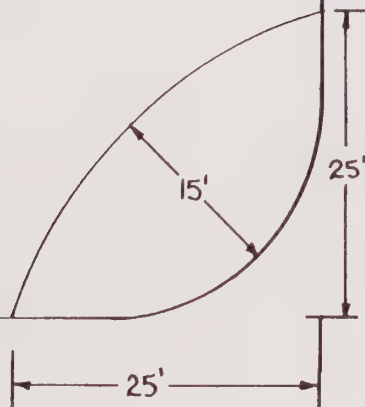
ENTRY LANDSCAPING

DATE: 10/30/89

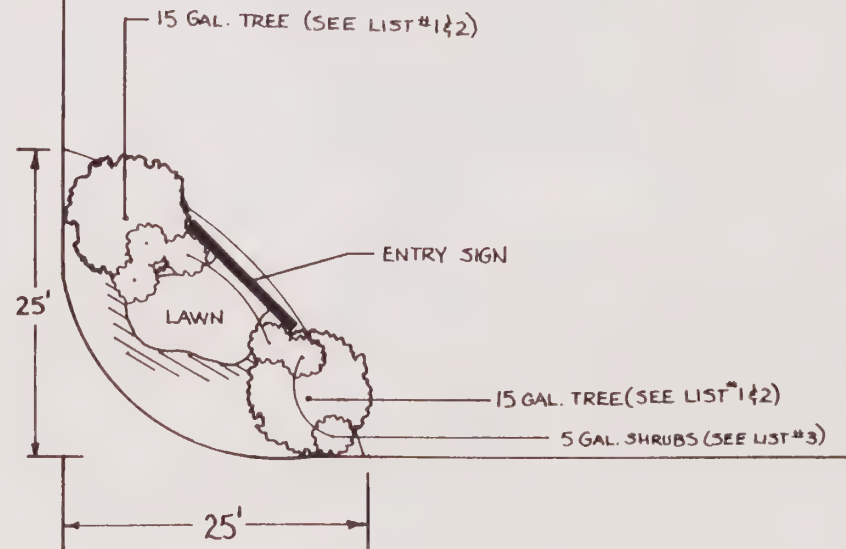
SCALE: 1/16" = 1'



BARK OR GROUND COVER (SEE LIST #4)



5 GAL. SHRUBS (SEE LIST #3)



RECOMMENDED STREET TREES

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
1. <i>Acer platanoides</i> -D	Norway Maple
2. <i>Acer rubrum</i> -D	Scarlet Maple
3. <i>Casuarina stricta</i> -E	Mountain or Drooping She-Oak
4. <i>Celtis australis</i> -D	European Hackberry
5. <i>Celtis sinensis</i> -D	Chinese Hackberry
6. <i>Eucalyptus nicholii</i> -E	Nichol's Willow-leaved Peppermint
7. <i>Eucalyptus rudis</i> -E	Flooded Gum
8. <i>Eucalyptus sideroxylon</i> -E	Red Ironbark
9. <i>Fraxinus holotricha</i> -D	Ash
"Moraine"	
10. <i>Fraxinus oxycarpa</i> -D	Raywood Ash
"Raywood"	
11. <i>Fraxinus velutina</i> -D	Modesto Ash
"Modesto"	
12. <i>Ginkgo biloba</i> -D	Maidenhair Tree
"Autumn Gold"	
"Fairmont"	
13. <i>Koelreuteria paniculata</i> -D	Goldenrain Tree
14. <i>Liquidambar styraciflua</i> -D	American Sweet Gum
15. <i>Liriodendron tulipifera</i> -D	Tulip Tree
16. <i>Magnolia grandiflora</i> -E	Southern Magnolia
17. <i>Pistachia chinensis</i> -D	Chinese Pistache
18. <i>Platanus acerifolia</i> -D	London Plane Tree/European Sycamore
19. <i>Quercus agrifolia</i> -E	Coast Live Oak
20. <i>Quercus coccinea</i> -D	Scarlet Oak
21. <i>Quercus ilex</i> -E	Holly Oak
22. <i>Sapium sebiferum</i> -D	Chinese Tallow Tree
23. <i>Tilia cordata</i> -D	Little-leaf Linden
24. <i>Ulmus parvifolia</i> -E	Chinese Evergreen Elm

E= Evergreen

D= Deciduous

RECOMMENDED LAWN TREES

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
1. Acer palmatum-D	Japanese Maple
2. Acer palmatum "Atropurpureum"-D	Red-leaf Japanese Maple
3. Albizia julibrissin-D	Silk Tree
4. Arbutus unedo-E	Strawberry Tree
5. Betula pendula-D	White Birch
6. Callistemon citrinus-E	Lemon Bottlebrush
7. Callistemon viminalis-E	Weeping Bottlebrush
8. Cercis occidentalis-D	Western Redbud
9. Cornus florida-D	Flowering Dogwood
10. Crataegus phaenopyrum-D	Washington Thorn
11. Elaeagnus augustifolia-D	Russian Olive
12. Gleditsia triacanthos-D	Honey Locust
13. Fraxinus holotricha-D	Ash
"Moraine"	
14. Fraxinus oxycarpa-D	Raywood Ash
"Raywood"	
15. Feijoa sellowiana-E	Pineapple Guava
16. Koelreuteria paniculata-D	Goldenrain Tree
17. Lagerstroemia indica-D	Crape Myrtle
18. Liquidambar styraciflua-D	American Sweet Gum
19. Magnolia soulangiana-D	Saucer Magnolia
20. Magnolia stellata-D	Star Magnolia
21. Matenus boaria-E	Mayten Tree
22. Photinia fraseri (standard)-E	Fraser's Photinia Tree
23. Podocarpus macrophyllus-E	Yew Pine
24. Prunus blireiana-D	Flowering Plum
25. Prunus cerasifera-D	Purple-leaf Flowering Plum
"Atropurpurea"	
"Krauter Vesuvius"	
"Thundercloud"	
26. Pyrus calleryana-D	Ornamental Pear
"Bradford"	
"Aristocrat"	
27. Pyrus kawakamii-E	Evergreen Pear
28. Sapium sebiferum-D	Chinese Tallow Tree
29. Sophora japonica-D	Japanese Pagoda Tree
30. Tilia cordata-D	Little-leaf Linden
31. Wisteria sinensis (standard)-D	Chinese Wisteria Tree

E= Evergreen D= Deciduous

RECOMMENDED SHRUBS

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
1. <i>Abelia grandiflora</i> -E	Glossy Abelia
A.g. "Edward Goucher"	Edward Goucher Abelia
2. <i>Agapanthus africanus</i> -EP	Lily-of-the-Nile
3. <i>Arbutus unedo</i> "Compacta"-E	Dwarf Strawberry Tree
4. <i>Berberis thunbergii</i> -D	Japanese Barberry
B.t. "Atropurpurea"	Red-leaf Japanese Barberry
B.t. "Crimson Pygmy"	Dwarf Red-leaf Japanese Barberry
5. <i>Buxus microphylla japonica</i> -E	Japanese Boxwood
6. <i>Ceanothus</i> -E	Wild Lilac
C. "Joyce Coulter"	
C. "Julia Phelps"	
7. <i>Ceanothus griseus horizontalis</i>	Carmel Creeper
C.g.h. "Yankee Point"	
8. <i>Ceanothus thysiflorus</i> -E	Blue Blossom Wild Lilac
C.t. "Skylark"	
9. <i>Cistus</i> "Doris Hibberson"-E	Pink Rockrose
10. <i>Cistus hybridus</i> -E	White Rockrose
11. <i>Cistus ladanifer</i> -E	Crimson-spot Rockrose
12. <i>Cistus purpureus</i> -E	Orchid Rockrose
13. <i>Cotoneaster apiculatus</i> -D	Cranberry Cotoneaster
14. <i>Cotoneaster lacteus</i> -E	Parney Cotoneaster
15. <i>Elaeagnus pungens</i> -E	Silverberry
16. <i>Escallonia "Fradesii"</i> -E	Frades Escallonia
E. "Newport"	Dwarf Escallonia
17. <i>Euonymus alata</i> "Compacta"-D	Dwarf Winged Euonymus
18. <i>Euonymus japonica</i> "microphylla"/Box-leaf Euonymus	
E.j. "microphylla variegata"-E/	Variegated Box-leaf Euonymus
19. <i>Gardenia jasminoides</i> -E	Gardenia
G.j. "August Beauty"	August Beauty Gardenia
G.j. "Mystery"	Mystery Gardenia
G.j. "Radicans"	Dwarf Gardenia
G.j. "Veitchii"	Everblooming Gardenia
20. <i>Grevillea "Noellii"</i> -E	Noel's Grevillea
21. <i>Hemerocallis</i> -EP	Daylily
22. <i>Hydrangea macrophylla</i> -D	Big-leaf Hydrangea
23. <i>Hypericum moserianum</i> -E	Gold Flower
24. <i>Ilex cornuta</i> -E	Chinese Holly
I.c. "Berries Jubilee"	
I.c. "Burfordii"	Burford Holly
I.c. "Dazzler"	
I.c. "Dwarf Burford"	
I.c. "Rotunda"	Dwarf Chinese Holly
25. <i>Ilex crenata</i> -E	Japanese Holly
I.c. "Compacta"	
I.c. "Convexa"	
26. <i>Jasminum mesnyi</i> -E	Primrose Jasmine

SHRUBS CONTINUED

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
27. Juniperus-E (Many varieties)	Juniper
28. Lagerstroemia indica-D	Crape Myrtle Shrub
29. Mahonia aquifolium-E	Oregon Grape
30. Nandina domestica-E	Heavenly Bamboo
31. Photinia fraseri-E	Fraser's Photinia
32. Pinus mugo mugo-E	Dwarf Mugo Pine
33. Pittosporum tobira-E	Japanese Tobira
P.t. "Wheeler's Dwarf"	Dwarf Japanese Tobira
P.t. "Variegated Turner's Dwarf"	Dwarf/Variegated Dwarf Tobira
34. Punica granatum "Nana"-D	Dwarf Pomegranate
35. Rhamnus indica-E	India Hawthorne
36. Rosmarinus officinalis-E	Rosemary
37. Spirea bumalda-D	Spirea
S. cantoniensis-D	
S. thunbergii-D	
38. Syringa persica-D	Persian Lilac
39. Viburnum tinus-E	Laurustinus
V.t. "Dwarf"	Dwarf Laurustinus
40. Xylosma congestum-E	Shiny Xylosma

E= Evergreen

D= Deciduous

EP= Evergreen Perennial

RECOMMENDED GROUND COVERS

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
1. Ajuga reptans-P	Carpet Bugle
2. Arctostaphylos uva-ursi-E	Bearberry
3. Baccharis pilularis-E	Dwarf Coyote Brush
4. Ceanothus griseus horizontalis-E/ "Yankee Point"-E	Carmel Creeper Yankee Point Wild Lilac
5. Cotoneaster dammeri-E	Bearberry Cotoneaster
6. Cotoneaster horizontalis-D	Rock Cotoneaster
7. Cotoneaster "Lowfast"-E	Ground Cover Cotoneaster
8. Fragaria chiloensis-E	Sand Strawberry
9. Gazania-P	Gazania
10. Hypericum calycinum-E	Creeping St. John'swort
11. Isotoma fluviatilis-P	Blue Star Creeper
12. Osteospermum fruticosum-P	African Trailing Daisy
13. Potentilla-P	Cinquefoil
14. Trachelospermum jasminoides-E	Star Jasmine
15. Verbena hybrida-P	Garden Verbena
16. Vinca major-E	Periwinkle
17. Vinca minor-E	Dwarf Periwinkle

E= Evergreen

D= Deciduous

P= Perennial

RECOMMENDED PLANT MATERIAL FOR DRAINAGE CANAL AREATREES

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
1. Koelreuteria paniculata-D	Goldenrain Tree
2. Olea europaea-E	Common Olive
3. Pinus canariensis-E	Canary Island Pine
4. Pinus halepensis-E	Aleppo Pine
5. Pinus sabiniana-E	Digger Pine
6. Populus fremontii-D	Western Cottonwood
7. Populus nigra "Italica"-D	Lombardy Poplar
8. Rhus lancea-E	African Sumac
9. Salix alba tristis-D	Golden Weeping Willow
10. Salix babylonica-D	Weeping Willow

SHRUBS

1. Ceanothus-(many varieties)	Wild Lilac-E
2. Cistus "Doris Hibberson"-E	Pink Rockrose
3. Cistus hybridus-E	White Rockrose
4. Cistus ladanifer-E	Crimson-spot Rockrose
5. Cistus purpureus-E	Orchid Rockrose
6. Cotoneaster apiculatus-D	Cranberry Cotoneaster
7. Cotoneaster lacteus-E	Parney Cotoneaster
8. Dodonaea viscosa-E	Hopseed Bush
"purpurea"-E	Purple Hopseed Bush
9. Euryops pectinatus-E	Euryops
10. Fremontodendron-E	Flannel Bush
11. Grevillea "Canberra"-E	Canberra Grevillea
12. Grevillea "Noellii"-E	Noel's Grevillea
13. Hypericum moserianum-E	Gold Flower
14. Nerium oleander-E	Oleander
15. Pittosporum tobira-E	Japanese Tobira
16. Pyracantha-(many varieties)	Pyracantha-E
17. Rosmarinus officinalis-E	Rosemary

GROUND COVERS

1. Arctostaphylos uva-ursi-E	Bearberry
2. Baccharis pilularis-E	Dwarf Coyote Brush
3. Ceanothus griseus horizontalis-E/	Carmel Creeper
"Yankee Point"-E	Yankee Point Wild Lilac
4. Cotoneaster dammeri-E	Bearberry Cotoneaster
5. Cotoneaster horizontalis-D	Rock Cotoneaster
6. Cotoneaster "Lowfast"-E	Ground Cover Cotoneaster
7. Hypericum calycinum-E	Creeping St. John'swort
8. Osteospermum fruticosum-E	African Trailing Daisy
9. Verbena hybrida-E	Garden Verbena

E= Evergreen

D= Deciduous

**CITY OF
WHEATLAND
1995 SPECIFIC PLAN
BOUNDARY MAP**

Parcels marked with heavy boundary lines
and with parcel numbers circled
are within project boundaries.



Information relating to parcels
numbered ① thru ⑬ will be found
on accompanying Property Summary

**CITY OF
WHEATLAND
1995 SPECIFIC PLAN
September 25, 1989**

Dotted areas on Parcels 6 & 12 represent residentially designated area which may be used commercially only in conjunction with commercial development on parcels 4 and 7 without amending specific plan.

1995 SPECIFIC PLAN BOUNDARY MAP

Parcels marked with heavy boundary lines
and with parcel numbers circled
are within project boundaries.

Information relating to parcels
numbered (1) thru (13) will be found
on accompanying Property Summary

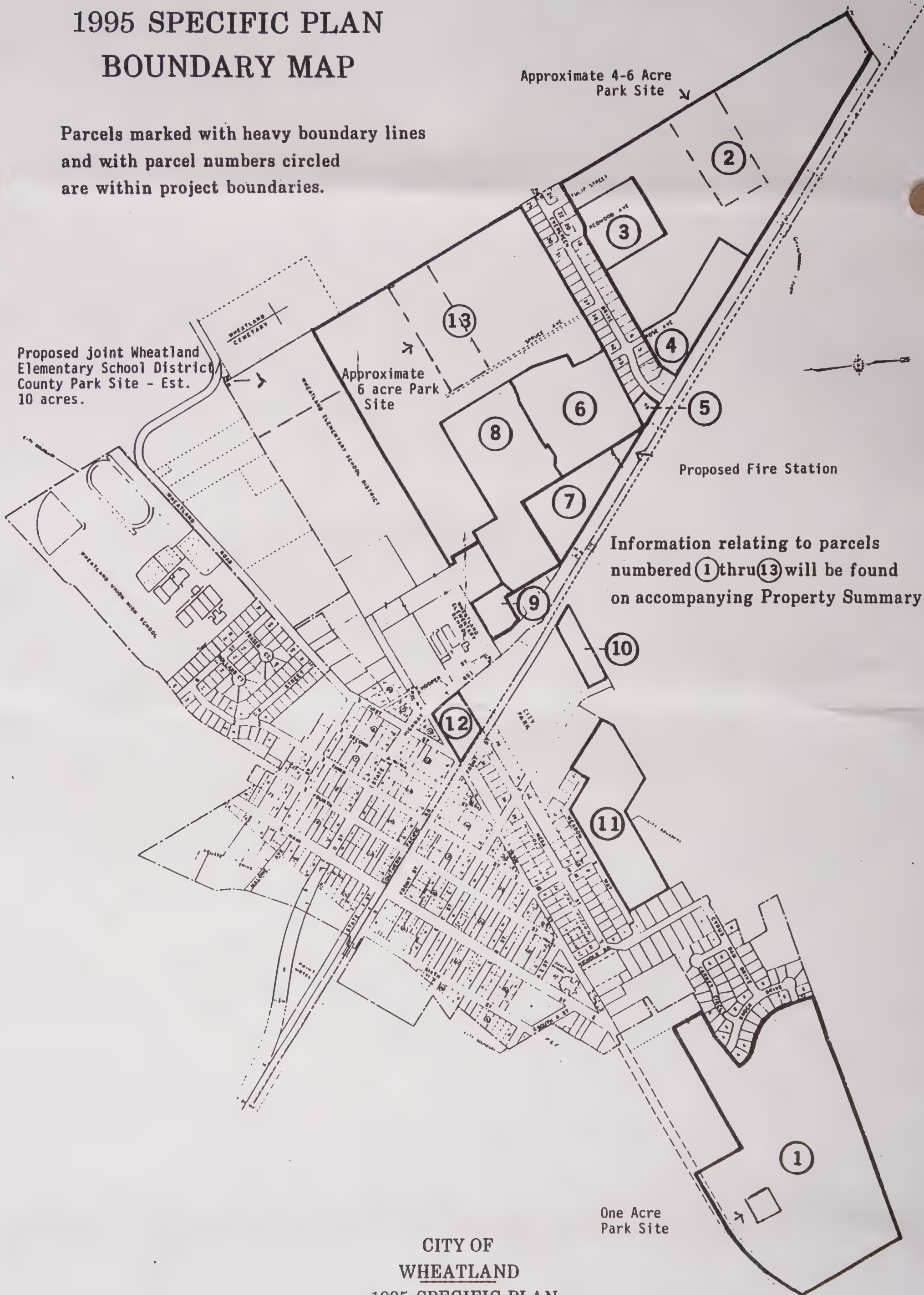
CITY OF
WHEATLAND
1995 SPECIFIC PLAN

Information relating to parcels numbered ① thru ⑬ will be found on accompanying Property Summary

September 25, 1989
Map 2 - Commercial Overlay
Map - Parcels 6 and 2

CITY OF WHEATLAND 1995 SPECIFIC PLAN BOUNDARY MAP

Parcels marked with heavy boundary lines
and with parcel numbers circled
are within project boundaries.



CITY OF
WHEATLAND
1995 SPECIFIC PLAN

September 25, 1989

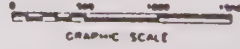
Map 3 - Proposed Public Land
Uses -- Fire Station and Recreation





SPECIFIC PLAN
WATER SYSTEM
CITY OF
WHEATLAND

JANUARY 1990



- LEGEND**
- CITY LIMIT LINE
 - COUNTY BOUNDARY LINE
 - CENTERLINE OF CREEK OR RIVER
 - - - - CENTERLINE OF DRAINAGE COURSE

PREPARED BY
ETHRIDGE & TALLE
CITY ENGINEER - PLACER COUNTY
DESIGNED BY: YUBA CITY - CALIF. COUNTY

REVISIONS

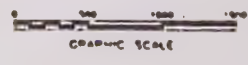
DATE	DESC.	BY



SPECIFIC PLAN
WASTEWATER COLLECTION & TREATMENT

CITY OF
WHEATLAND

JANUARY 1990



- LEGEND**
- CITY LIMIT LINE
 - - - COUNTY BOUNDARY LINE
 - CENTERLINE OF CREEK OR RIVER
 - CENTERLINE OF DRAINAGE COURSE

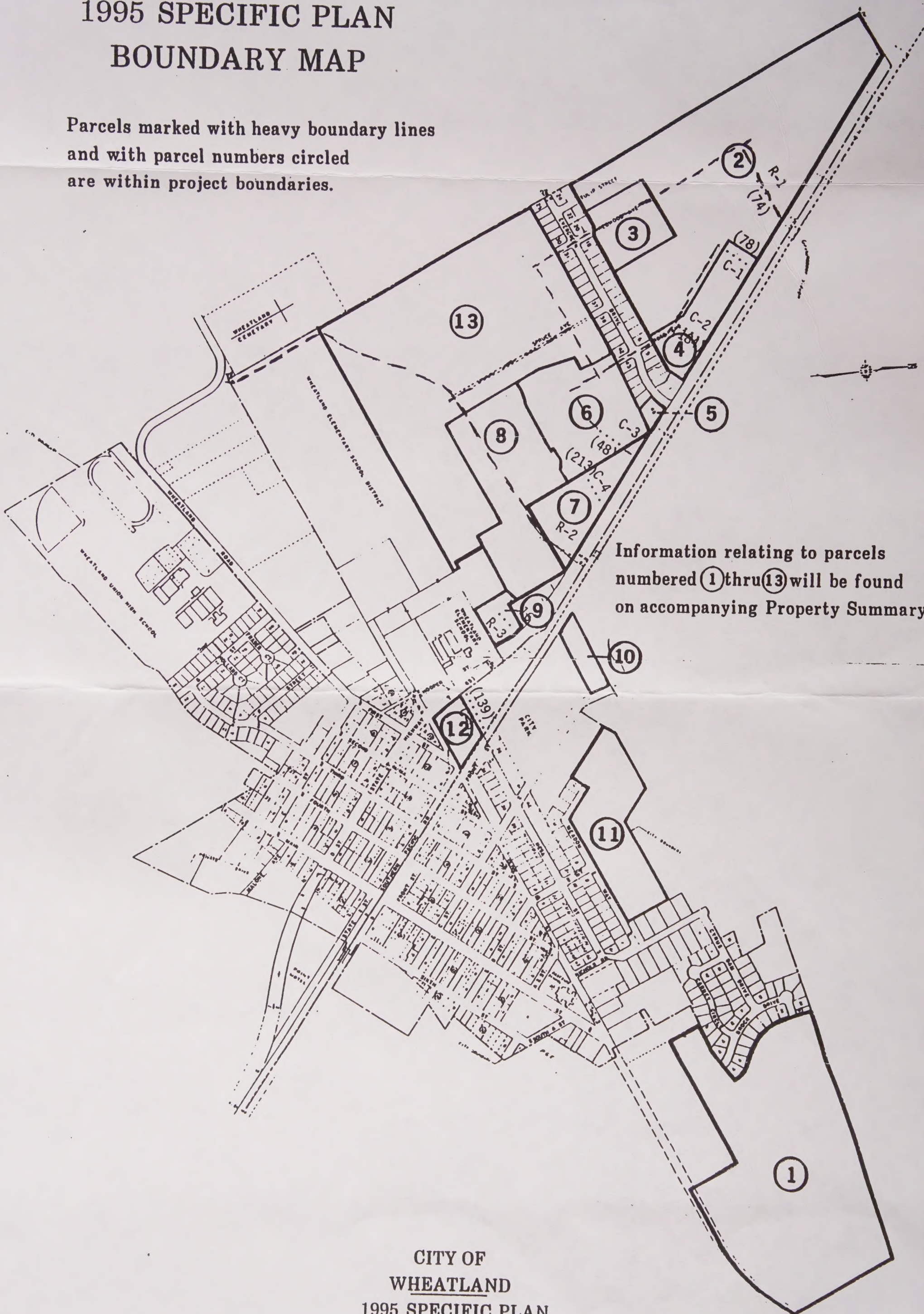
REVISIONS

DATE	DESC	BY

DESIGNED BY: **ESTRADA & TALLE**
ENGINEERS, ARCHITECTS, PLANNERS
1000 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202

**CITY OF
WHEATLAND
1995 SPECIFIC PLAN
BOUNDARY MAP**

Parcels marked with heavy boundary lines
and with parcel numbers circled
are within project boundaries.



Information relating to parcels
numbered ① thru ⑬ will be found
on accompanying Property Summary

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